The
SHIPPING WORLD
AND SHIPBUILDING & MARINE ENGINEERING NEWS

VOL. CXXV No. 3029 WEDNESDAY, JULY 18, 1951 Price 1/6

Built by Swan, Hunter & Wigham Richardson Ltd., for the Port Line, the *M.V. Port Brisbane* is now in service on the United Kingdom —Australia, New Zealand route.

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The SHIPPING WORLD

AND SHIPBUILDING & MARINE ENGINEERING NEWS

The Oldest Weekly Journal devoted to Shipping, Shipbuilding, Marine Engineering, Shiprepairing, Insurance and Finance

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Vol. CXXV. **WEDNESDAY, JULY 18, 1951** **No. 3029**

"The Price of Peace . . ."

Mr. H. T. N. Gaitskell, Chancellor of the Exchequer, introducing his 1951 Budget

BUDGET COMPARISONS

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THE SHIPPING WORLD

STEEL AND THE SCHUMAN PLAN

IN ALL European shipbuilding countries, except possibly Sweden, fears are being expressed that in view of the demands of the defence programme and the shortage of raw materials the supplies of steel made available to the shipyards will soon fall below the capacity of the yards to turn it into ships. That is a matter of the utmost importance to shipowners, to whom any delay in the delivery of new ships means a loss of earnings—a loss which would be particularly unfortunate at a time when the demand for ships in the international market is so strong. It is unfortunate, too, that this state of affairs should have arisen at a time when the steel industry in Europe is undergoing important changes of a political nature. In Great Britain, the steel industry has been nationalised by a Socialist Government, and there are grave doubts as to the effects that this move will have on the output which, under private enterprise, reached unprecedented heights. On the Continent, the Schuman Plan has become the Schuman Treaty, and when the treaty has been ratified by the Parliaments of the signatories, a new regime will govern the output and industrial policies of the steel industry, as well as the coal industry, of Western Europe. The British Government has refused to participate in the Schuman Plan, but the British steel industry, and the shipbuilding and other industries which depend on it, cannot but be affected by actions undertaken by the great steel producers of France and Germany.

The British Government refused to join the Schuman Plan because it would not countenance control over its steel and coal industries being subjected to a " supra-national " authority. The so-called Higher Authority is vested with considerable powers with which it can circumscribe the independence of the national steel industries. Its prior approval, for example, must be obtained before any investment project is put in hand, or before any amalgamation of companies is made. Even more important, the Higher Authority may determine the level of production which any country may attain by establishing a quota, production in excess of which will be penalised by a levy. In the case of a shortage, which is more likely to be the condition first experienced, the Higher Authority has power to " allocate the resources of the community among the member States." Precisely what this means, or how it will be carried out, is not yet clear; but it raises many obvious difficulties, and the way in which they are solved will have repercussions on practically every industry in Europe which depends to any degree on the availability or price of either steel or coal. Will the various nations, it may be asked, be required to share all their imports of, say, steel and coal, let alone raw materials for steel-making, for the benefit of the " community "? And what about prices, domestic and export?

The object of the Schuman Plan is that all the signatory countries should be regarded as a single market, and any discrimination in prices, such as an attempt to charge more to other members of the group than the domestic consumer is charged, is prohibited. So indeed would any national move to influence prices, by, for example, fixing a controlled price for scrap lower than that which prevails generally within the group. As for export prices, the treaty provides for " equitable " pricing policies by the group in outside markets, to avoid " ruinous competition." It is not perhaps surprising that there are critics of the Schuman Plan, and time has done much to diminish the early enthusiasm of some supporters. On the other hand, French politicians have committed themselves to it, despite their anxiety to secure British cooperation as far as possible, although the new Parliament has still to ratify the treaty. Time and reflection, if not practical experience, may modify the plan, but for the moment the principal objective of all steel-producers, in Britain and on the Continent, must be to concentrate on improving the output of steel, without which the ships which are so badly needed, for defence as well as prosperity, cannot be built in sufficient numbers.

Current Events

Industry in " Jeopardy "

EVEN the left wing Socialists who have enlisted under the banner of Mr. Aneurin Bevan, though they demand " a completely socialised State," do not specifically propose the nationalisation of any of the maritime industries, as was expected. They must realise by this time that State ownership has been a failure, and preach their complete socialisation with their tongues in their cheeks. Nationalisation results only in losses which must be made good either by higher prices to the consumer or increased efficiency in production, which is unattainable so long as the present system of centralised control is maintained. But, on the other hand, the rebels want a new capital levy in spite of Sir Stafford Cripps' pledge that recourse would not again be made to this expedient. The truth is, of course, that the present scale of taxation represents a continuous levy on capital. Shipowners, shipbuilders and, indeed, the managements of all businesses, are forced to pay over to the taxgatherer money which ought to be devoted to replacing plant which is wearing out and can be supplied only at prices two or three times what they were before the war. Sir John Hanbury-Williams, the chairman of Courtaulds, Ltd., has revealed the experience of that company. In the year past, the amount paid in tax was no less than

£9,049,664, representing approximately 52 per cent of the group profit from trading and investment income; in the year 1949/50, the corresponding charge was £3,787,193, which represented just over 47 per cent of the figure of group trading profit and investment income. There were, he remarked, varying views among professional economists and others as to the implications of inflationary tendencies and the downward trend in the value of money. To the business man, faced with the immediate and practical problem of financing his business, the most unpleasant feature of all was, he stated, that the profits upon which taxation is assessed, under existing tax laws, was on a very much higher level than the profits regarded by normal business standards as available for capital replacement and expansion, for commercial reserves and for dividend purposes. "If this anomaly is allowed to continue unchecked during the next few years, the whole industrial and commercial machine of the country may well be in jeopardy."

Diminishing Fleets

THE FUTURE of the shipping industry, without which Mr. Bevan and his friends could not exist, is menaced by the present scale of taxation. This peril is effectively exposed in the report of Ropner Holdings, Ltd., which is signed by Mr. J. R. Ropner, a joint managing director. He revealed that costs continue to rise "at an alarming rate." He pointed out that payments for profits tax had, up to September last year, amounted to £437,000. Today the figure was £480,000. This new tax, which has only operated since 1947, had, therefore, already swallowed up the cost of a new ship. The income tax allowance for depreciation was calculated on vessels costing about one-quarter of current replacement prices. "In the long run the effect must be that the size of the fleet will diminish still further, a point which has been made on frequent occasions by chairmen of shipping companies and other spokesmen for the industry." In September 1939, they owned 47 ships of 370,000 tons deadweight, and had cash or the equivalent to build five ships valued at £140,000 each. They now manage 20 ships of 195,000 tons, and had cash or the equivalent to build four ships at £750,000 each. "If we had paid no dividend since the war perhaps one more ship might have been delivered and one contracted for." It is suggested that by 1970 the fleet will have dwindled to eight or nine units. This is the tendency generally. It means that unless the Government changes its policy, the Chancellor of the Exchequer will be robbed of this visible as well as invisible exports on which he is now able to rely each year. Shipping is being bled white.

A Better Year

THOUGH the improvement in freight rates came in the latter part only of the past financial year of Ropner Holdings, and costs were rising throughout the period, the group was able to return operating profits for the year ended March 31 last of £389,000, against £286,000. Gross investment income at the same time rose from £110,000 to £157,000, so that, though tax charges and provisions took £162,000 and losses on assets realised cost £53,000, compared with £100,000, the group was left with a net profit more than doubled, at £327,000 against £149,000. The repeated dividend of 15 per cent was thus about 2½ times covered. The figures shown in the consolidated balance sheet reveal a sound financial position. At the financial year-end the group held £746,000 in cash and £2,501,000 in investments with a market value of £2,263,000. Capital commitments were £1,534,000. The aggregate of reserves is £5,331,000, compared with the issued one-class capital of £1,759,606, and consists in the main of a share premium account of £5,066,000, being the excess of the value of net assets of subsidiaries (Pool Shipping and Ropner Shipping) at the date of acquisition over the book value of the investment therein. The directors, as was disclosed last year, are obtaining a ruling from the Courts on the correct interpretation of Section 56 of the Companies Act, 1948. They wish to use part of the share premium account in the case of the holding company to write down the value of the fleet to a figure comparable to the conservative valuation in the accounts of the operating subsidiaries. The chairman tells shareholders that charters already arranged should ensure that profits for the current year exceed those of the year under review.

New Timber Charterparty

DETAILS are given on another page of the new charterparty for the carriage of timber from Scandinavia to the United Kingdom and Eire, agreement on which has been reached between the Chamber of Shipping and the Timber Trade Federation. This agreement has a greater importance than might at first appear obvious, for it is likely to revive the interest of shipowners in a trade which has only been saved from a shortage of tonnage by a falling off in the quantity of cargoes offering—a trend which may well be reversed soon. Loading of timber in Scandinavian ports has always been "according to the customs of the port", and the loading rates specified by these customs are far below those attainable today, and those which must be maintained if modern, expensive tonnage is to pay its way at normal rates. The effective result of this has been that, for the shipowner, the success or failure of the voyage has depended largely upon the rate of loading—a factor over which he has had no control. The set up in the timber trade in this country is such that a fixed price for timber must be guaranteed well in advance, making the payment of demurrage by the charterers impracticable, while the shippers have refused to alter their "customs of the port". Few shipowners have thus been prepared to build new tonnage suitable for the carriage of timber, and in fact only about half-a-dozen ships of this type have been built since the war. Only the decline in shipments (from about 1,000,000 standards a year before the war to about 400,000 standards now) has prevented a serious crisis. The new arrangement is, in effect, an insurance scheme for distributing the cost of demurrage payments among receivers of timber at a fixed rate. Although the shippers have not participated in the agreement, they will be influenced by it, as a slow loading port will now be avoided by importers, and will suffer loss of traffic.

Labour Relations

LABOUR TROUBLES in ports have been giving great concern in the last year, as is indicated in the report of the United Kingdom Mutual Steam Ship Assurance Association for 1950-51. As the managers state, at one time simultaneous strikes were in progress in the ports of four or five countries. Some of these strikes were clearly political, and others the result of disputes between trade unions or between a union and some of its members. Many people contend that these strikes are stages in a carefully prepared plan, and there is certainly ample evidence that trained Communists in most of the world's ports are ready at a moment's notice to exploit any situation whatever by causing strikes, slow downs and "organised chaos." The managers of the Association, however, take heart from the defeat of the latest attempt to bring dockers out on strike in London. That this move was almost entirely defeated is a sign that there is a sound type of leadership rising in the docks which understands the men and how they are exploited by unscrupulous agitation, and "it was such leadership, partly among officials and partly among the rank and file, which prevented another national stoppage." In such circumstances it is vital that the employers play their part in seeing that at all times the sound leadership and the basic good sense of the ordinary dockers and seafarers have the encouragement they deserve. In Britain, the report continues, "those who have represented the shipping employers have given a fine example, but have not always had equally

statesmanlike backing from management at all levels, down to the dockside." There are thousands of men in positions of varying responsibility who can help to build up the right relations with labour, and, it may be added, this applies equally to the shipyards and engine shops as well as to the waterfront.

The Prince Line's Finances

THE PRINCE LINE, of the Furness, Withy group, was able in the financial year to end-April last to take advantage of improved conditions in the freight markets. Profits on vessels' trading rose from £412,000 to £501,000 and the net figure was £355,000 (against £298,000) after a transfer of £150,000 (£100,000) to the taxation equalisation account. Of the surplus, the larger part goes to depreciation, which is allotted £285,000 compared with £225,000. A repeated dividend and cash bonus of 10 per cent require no more than £63,200 net. The distribution policy thus remains restrained, as is the custom throughout the Furness Withy group. The balance sheet, dated April 30 last, is rather uninformative, since full use—no doubt wisely—has been made of the accounting disclosure concessions granted to the shipping industry under the Exemption Order of 1948. Reserves and the profit and loss balance are shown in one omnibus item of £2,212,000, or nearly double the issued one-class capital of £1,202,990. The account for shipping property and payments for new tonnage increased over the year from £1,910,000 to £2,983,000, but, despite heavy outlay on new tonnage, the company still held £350,000 in cash and £1,009,000 in investments at the close of the year. Capital commitments were then £761,000. Delivery of two motor vessels, each of 4,900 tons d.w. and ordered from Burntisland, is not expected until about mid-1954. Profits should show a further increase in the current year, in spite of the fact that freight rates have lately fallen somewhat from post-Korean peaks and that working costs remain high.

Ships and East Africa

CONFIDENCE in the industrial development and future of East Africa is indicated by the current building programmes of British shipping companies trading with this area. Both the Union-Castle Line and the British India Steam Navigation Company have new vessels coming into service which are specially designed to attract the traffic that is expected to develop, in passengers as well as cargo. Whereas the Union-Castle Line's *Rhodesia Castle* and *Kenya Castle*, recently launched, will be one-class ships, the British India Line, in the *Kenya* and *Uganda*, have catered for first-class and tourist-class passengers. With a gross tonnage of 14,434, the turbine steamship *Kenya*, just delivered by Barclay, Curle & Co., Ltd., is considerably larger than any previous British India passenger liners, and the standard of comfort in which her 150 first and 123 tourist-class passengers will travel is a tribute to her builders and to her designer, Capt. R. Liddle, nautical adviser for the whole B.I. replacement programme. Those who had the privilege of sailing in her from Glasgow to Tilbury last week were greatly impressed with the careful and spacious layout of the accommodation. On trials the *Kenya* exceeded 19 knots, and her service speed of 16 knots will enable her to complete the round voyage from London to Beira and back in two weeks fewer than her predecessors, subject, of course, to the fortune of turnround in ports of call. The *Kenya* is the 58th replacement vessel for the British India fleet since the war, and there are still four cargo vessels under construction as well as the *Uganda*. Four more cargo vessels of 9,700 tons d.w. are under consideration, and Sir William Currie, the chairman, revealed that berths have been reserved for them. Referring to the high costs of operating and building ships today, Sir William gave as an example the cost of fuel oil, which, although it already formed 40 per cent of the running cost, had soared again.

Mountstuart Dry Docks' Progress

DURING the year to end-March last, Mountstuart Dry Docks made progress with the extension works which it has in hand so as to give accommodation to the larger tankers and other vessels that now seek the company's repair facilities. Work on the widening of the Bute Dry Dock entrance is completed, and the dock can now take vessels up to 20,000 tons. The undertaking is thus adjusting itself to the changing requirements of present times. In reflection of the larger volume of repair work undertaken, group trading profits rose in the past year from £170,000 to £274,000. They are still well below the 1948/9 peak but, after tax of £136,000, they furnish nearly a fourfold cover for the combined dividends on the preferred participating and deferred ordinary shares. The former receive 10 per cent against 8 per cent and the latter 13⅓ per cent compared with 10⅔ per cent, the net cost being £37,400 against a transfer of £110,000 to the general reserves. The reserve position is thoroughly sound. In the consolidated balance sheet there is a reserves accumulation of £1,324,000, a figure more than double the issued capital of £582,668. Net working capital of £958,000 includes £331,000 in cash, while fixed assets of £1,044,450 have been substantially written down. There is no comment on trading prospects in the report, but shipping and rearmament work should keep this well known group of South Wales marine and general engineers profitably employed: the year-end work in progress total was £785,000.

Improved Results

WITH the purchase just prior to the close of the financial year to end-March last of an oil-burning steamer of 8,610 tons d.w., the Graig Shipping Co., Ltd., now owns five vessels totalling 43,788 tons d.w., all in first-class condition and profitably employed. A marked improvement of results is shown in the latest accounts of the company, and a satisfactory outcome is expected of 1951-52 trading despite the continuing rise in running costs. The surplus on the ships working account more than doubled in the year under review, the actual figure being £131,000 against £58,000, after charging against the final amount survey repairs to one of the company's ships. Tax took £23,000, but the net profit of £103,000 (compared with £25,000) amply covers the increased dividend of 30 per cent against 25 per cent. This higher payment on the one-class capital of £100,000 costs no more than £16,000 net by contrast with £90,000 appropriated for special depreciation. The year-end balance sheet discloses a strong financial position. The fleet account rose over the year from £243,000 to £360,000, after no doubt substantial depreciation writings off, but, though there will have been a considerable outlay on capital account, the cash holding has declined by no more than £71,000 to £292,000. Reserves amount to £431,000 and appear to give fully adequate protection for the small issued capital.

SAYINGS OF THE WEEK

HANDICAPS ON SHIPPING

"It is almost impossible nowadays to start new shipping companies. Ships are three times as dear to build as they were before the war, and the typical North Sea Baltic tramp, which formerly held a dominating place in the Danish fleet, cannot be made to pay in view of the present Danish demands regarding manning, wages and accommodation."—*Mr. E. Maegaard*, managing director of the Danish Steamship Owners' Association.

THE BURDEN OF NATIONALISATION

"Nationalised industries, instead of contributing to the revenue, as when under private enterprise, are now making heavy losses, which fall on the shoulders of the unfortunate British taxpayers. Private enterprise now has the dual responsibility of keeping this country on its feet and also bolstering up nationalised industries."—*Lord Rotherwick*, chairman of The Clan Line Steamers, Ltd.

ON THE "BALTIC"

CHANGES SINCE PREWAR DAYS

By BALTRADER

IN FORMER years, when the Plate was a key market for tramp shipping and when cargoes of coal were daily fixed in that direction, it was a fairly common experience to obtain the top rate both out and home. If the movement of grain from the Argentine towards Europe was at a low ebb, the outward coal charterers were constrained to improve their rates to overcome owners' reluctance to commit their vessels in that direction. In spite of this inducement the number of vessels chartered outwards was reduced, and those owners who had consented to take coal to the Plate were eventually able to charter homewards on a market short of tonnage.

Those were the days when a wide choice of outward employment was always available to vessels which approached readiness on this side. The interesting question then was to decide which market would be most likely to favour the owner when the time came to charter homewards. Cargoes of coal for the largest ships then operated could be obtained not only for discharge in South America, but also for the Atlantic Islands, West Indies, Eastern Mediterranean, Red Sea, and Indian Ocean. The rates obtainable for these cargoes were not often generous, but stems were reliable and delays in loading at our coal ports were unusual, excepting after the holidays.

Employment of Tramps by Liner Companies

The old technique has in more recent years, become out of date, first through the decline of the coal bunker depot and later on account of the shrinkage of our exports of coal. Many ships now go out in ballast from Europe to fetch coal home from North America, and others are worked into position to load coal homeward at South African ports and even Calcutta. A satisfactory development is the substantial outward employment of tramp tonnage with general cargo, especially to Australia, for account of the liner companies. Early last year, when freights in general were poor, the trip out to Australia showed a better result than other current business, in view of the large quantities of motor cars and other manufactured goods needing transport. This called for a good rate of hire to compensate for the poor prospects of employment to follow redelivery in Australia. The liner companies today protest that the level of rates is too high for the profitable employment of tramp shipping, although they have partly met the case by a surcharge on the Conference rates; they nevertheless continue to charter tramps for the trip to Australia. Once again this employment is becoming outstanding by its steadiness.

Another trade which provides much shipping with a long outward voyage is salt from the Mediterranean to the Far East. Whereas the trip to Australia, like the voyage home from there, is almost confined to British and a few Scandinavian ships, the cargoes to the Far East are specially favoured by owners who operate vessels of Greek and other foreign flags. These have for more than a year earned great profit by moving the big surplus of soya beans and grain from Manchuria and North China to Europe and India. This trade began to function in May last year, after total idleness lasting since 1939. The amount of cargo available and the capacity of Dairen to deal with most of its continuous shipment has been a matter for wonder. If peace and goodwill return to the Far East there should be a good future for shipping on the long route between China and Europe.

To go back to the beginning of this discursive page, the outward rate from Wales to the Plate for coal, at 125s. per ton, has been a high one, sufficient to enable owners to make a fair round even if they send their vessels away in ballast after discharge in the Argentine. A decline of 2s. 6d. to 122s. 6d. was accepted for this business last week, but owners are not likely to take the chance of the Plate market unless well paid by the outward charterers. At present the homeward Plate market is very weak, and it does not seem likely that a top rate homewards as well as outwards will be obtained by vessels recently fixed. At the same time, the volume of tonnage committed to the Plate is small, and that market should be sensitive to a moderate increase in demand if the weather permits the maize to be brought forward for shipment. A large amount of maize is not, however, expected to be sold for export.

The Freight Market

A moderate amount of business has been arranged in the North American market for coal and grain cargoes. Typical fixtures are: *Mavis Hill*, 9,000 tons, Hampton Roads to Antwerp or Rotterdam, $10.50, option German ports at 25 cents extra, early August; *President Kruger*, 9,000 tons, Hampton Roads to Denmark, $11.30, August/September; *Atlantian*, 8,800 tons, Hampton Roads to Japan, $19.50, early August. A contract for carrying 50,000 tons from Hampton Roads to Rio de Janeiro was arranged last week for shipment between September and the end of the year at $15 for the first cargo and $13.25 for the remainder. Heavy grain fixtures include: *Governor Graves*, 9,000 tons, St. Lawrence to Antwerp or Rotterdam, $12, option North France, $13.10, option Marseilles, $13.35, early August. Inquiry for sugar carriers is halfhearted since last week's fixture at 130s., Cuba to U.K., which showed a decline of 7s. 6d. per ton. There has been increased interest in tonnage for grain and for lumber from the North Pacific. The *St. Nicholas* and *Harpathian*, August, and *Pontoporus*, August/September, are fixed from British Columbia to U.K. at 150s., heavy grain, option Antwerp or Rotterdam, 147s. Several vessels have also been chartered from North Pacific to U.K. for lumber and generals at the unchanged rate of 167s. 6d., f.i.o., September/October, and on dollar basis at up to $23.75, f.i.o., for August/September. The Mediterranean ore and phosphate market is quiet, and rates incline against owners. Outward business is slow; Wales to Matadi, 5,000 tons patent fuel, was fixed last week at 100s., and Rotterdam to Ancona, 4,000 tons coal, was accepted at 48s. August vessels have been chartered for phosphate from Casablanca to Capetown at 93s. 6d. and 92s. 6d. respectively. There is fairly extensive inquiry for tonnage on time charter but not many fixtures are reported. The *Maidenhead*, 10,384 tons d.w., 470,000 feet bale, 10½ knots on 25 tons oil, is fixed for a trip from Antwerp or Hamburg, in charterer's option, to Hong Kong at 47s. 6d., August 13/31.

Air Charter Business

Inquiry for aircraft on charter basis is well maintained, particularly for transport of ships' personnel. It is the height of the season for European passenger traffic and the two-engined planes suitable for this employment are now rather difficult to find when required. The long distance scheduled air lines are very fully engaged, but not many large planes are free and available for charter to supplement the regular liners. British operators of charter planes have all too few units capable of dealing with the long distance traffic of the Empire routes in addition to, and in conjunction with, the scheduled lines. A flexible service of non-scheduled aircraft is as necessary as the tramp section of the Merchant Navy. As things are at present our air transport resources are overstrained when an emergency such as Abadan arises.

THE CLAN LINE STEAMERS, LTD.

LORD ROTHERWICK ON TAXATION AND PROFITS

THE sixty-first annual general meeting of The Clan Line Steamers, Ltd., was held on July 12 at 2 St. Mary Axe, London, E.C., the Rt. Hon. Lord Rotherwick (the chairman) presiding.

The chairman, in the course of his speech, said:—

As mentioned in the directors' report, the accounts do not reflect the effect of the scheme of reconstruction and amalgamation which was approved by stockholders on March 28. So far as this company is concerned the principal effect of the change should be an improvement in the earnings position of the group, although we are fully aware of the difficulty in making even the recently negotiated adjustments in freight rates meet the increased costs of ship operation.

Delays in Port

With shipbuilding costs at their present high level it is a tragedy that, owing to delays in port, additional vessels are required merely to maintain a service. Strikes and other delays in port contribute very materially and unnecessarily to increased costs of transport. Not only are valuable vessels held up, but congestion occurs in the docks which makes future loading and unloading a more difficult proposition.

Just as delays in port contribute to increased cost of transport, so does excessive taxation. This has been further increased by the latest budget, for not only have the rates of tax been increased but notice has been given that the initial allowance on capital expenditure is to be withdrawn. There is no denying that initial allowances have proved of advantage to the shipowner, for, in this way, tax on that part of the profit which was applied in new construction was spread forward to the period when the asset itself was contributing to profits.

Representations were made by the shipping industry for a retention of initial allowances on new vessels so that this industry, vital as it is to the well-being of the nation both in peace and war, might be given a reasonable opportunity of maintaining a high standard of efficiency. Our Government is trying to promote a Welfare State and for that reason attempts are made to justify a high level of taxation. Presumably investments are being made out of this levy to provide pensions for the future. I cannot help feeling that there will be more chance of providing such pensions if industry is allowed to retain a larger proportion of its profits for investment in the means of production.

Need for Original Thought

The survival of this country depends on our ability to export the results of our ingenuity. We cannot compete with America in mass production of goods, for practically all our raw materials have to be imported. We cannot compete with certain other countries where the level of wages is lower than in this country. But there is a vast field open to us, for as a nation we are capable of original thought. I do not believe there is any country which can compete with us in this field.

Can a country, however, which spends so much of its manpower creating rules and regulations for others to interpret, expect to lead in the field of creative thought?

Doubtless it requires clever minds to produce these gems of obscurity and it certainly requires brilliant minds to interpret them. What a wicked waste of good material! In time these rules, regulations and restrictions will create a nation of dull normality, uniform non-thinkers, all graded down to the lowest level. How much better to free those minds so that they may help industry to fashion a minute piece of raw material into goods of great value. Export these goods or the knowledge of how they were created and fill the country with all these things that are denied to us at the present time.

If we adopt this policy we shall earn some real profits. Almost daily in certain papers one sees criticism of the profits earned by industry. Let there be no mistake; the profits in a period of inflation as disclosed by a company's accounts are only paper profits. Presumably those who criticise profits wish to see the end of private enterprise. Nationalised industries, instead of contributing to the revenue as when under private enterprise, are now making heavy losses which fall on the shoulders of the unfortunate British taxpayers. Private enterprise now has the dual responsibility of keeping this country on its feet and also bolstering up nationalised industries.

In my view, meddling by governments in the field of trade does not promote friendship. By all means let governments get together to assist traders, but leave the business of trading in the hands of the individual. Good and bad deals will be made, but we shall not have the impossible position where, if by remote chance, we happen to make a good deal we embitter the people with whom we have dealt. It is human nature to feel disappointed if you have not sold at the top of the market. Where this disappointment is raised to national levels national friendships are in danger.

Dividends

The dividend this year has been increased to 30 per cent. So far as cash is concerned, the net outlay is little in excess of the payment for the previous year, which included a 5 per cent distribution from profit on realisation of investments. In addition to the dividend you have been advised of the proposal to distribute shares in The Scottish Lion Insurance Company, Ltd., and Sea Lion Investments, Ltd., subject to the approval of the extraordinary general meeting which follows this meeting.

It was felt that the policy of retaining the profits of subsidiary undertakings in Clan Line and distributing them to stockholders by means of a variation in the rate of the ordinary dividend had certain weaknesses and that it would be better to give the stockholders a direct interest in subsidiary companies.

It is anticipated that, in a full year, your holdings in these two companies should bring you in the equivalent of an extra 5 per cent on your nominal holding of Clan Line ordinary stock.

During the last four months a considerable reorganisation of the finances of the company has taken place and your directors are confident that the results will be beneficial to the company. While in progress such reorganisations cause a certain amount of disturbance and it is proper for me to inform you that for the present no further changes are contemplated.

The chairman concluded with a tribute to the staff.

The report and accounts were adopted. The other formal business was duly transacted.

New Articles Adopted

At the extraordinary general meetings the proposed new articles of association were adopted, and the distribution to the ordinary stockholders of 600,000 fully paid shares of 5s. each in the capital of Sea Lior Investments, Ltd., and 600,000 fully paid shares of 10s. each in the capital of The Scottish Lion Insurance Company, Ltd., in the proportion of one share of Sea Lion Investments, Ltd., and one share of The Scottish Lion Insurance Company, Ltd., for every £1 ordinary stock held, was approved.

The chairman informed the meeting that the directors proposed to make application to the Stock Exchange for permission to deal in the shares of The Scottish Lion Insurance Co., Ltd.

COAL AND OIL

THE WORLD'S TANKER FLEETS

STATISTICS issued by Davies & Newman, Ltd., covering the tanker fleets of the world at July 1, show that the tremendous tanker building programmes now in progress are beginning to have a very noticeable effect on the volume of tanker tonnage. Since January 1, the world total (excluding vessels in the U.S. reserve fleet) has increased by almost 1,000,000 tons deadweight to reach a figure of some 28,000,000 tons. Almost half this increase is due to new Norwegian tankers, which totalled 430,000 tons deadweight during the half year. The British fleet has increased by about 125,000 tons deadweight. The American active tanker fleet remains the largest in the world by a short margin, but it seems likely that a further six months will see it eclipsed by the British fleet. At present, the American fleet forms 24.9 per cent of the world total, the British fleet 22.7 per cent, and the Norwegian fleet 15.7 per cent. But should the result of the Persian oil crisis be a greatly increased demand for tanker space, it is not unlikely that a part of the U.S. reserve tanker fleet, which amounts to some 1¾ million tons deadweight, might be brought forward for service. The analysis of tonnage reproduced below shows that 18.5 per cent of world tonnage is more than 16 years old, and therefore due, by normal standards, for replacement. The British fleet includes the largest amount of old tonnage, though several other countries have proportionally more, notably Italy. A further table, not reproduced here, shows the quantities of tanker tonnage building or on order in different countries. This shows in a remarkable way the pre-eminence of Great Britain in this field. British yards have contracts for 4,368,000 tons deadweight of tanker tonnage: their nearest rivals, Swedish yards, have contracts for 1,358,000 tons. Holland has orders for 777,000 tons, Germany for 662,000 tons, and the United States for 464,000 tons deadweight.

Shorter Items

A NEW pamphlet with the title of "Oil for Britain" has been produced by the Esso Petroleum Co., Ltd., to describe the Esso refinery at Fawley, now nearing completion.

AFTER a gap of several weeks, imports of coal were recorded in the statistics of the Ministry of Fuel and Power for the week ending on July 7. The amount imported was 9,600 tons, bringing the total for this year to 1,140,800 tons.

THE Esso Petroleum Co., Ltd., are to erect a new oil depot in Leith. It will also act as a bunkering point at a later date, thus providing a terminal for both shipping and land purposes. This latest step is in keeping with the company's aim towards the creation of strategically placed depots at points on the Scottish coastline, with the obvious intention of creating a series of distributed terminals which can be fed by sea, and which in turn will feed a fairly substantial interland. Work is currently in progress in this direction at Dundee, in Leith, and on the South-West coast of Scotland.

At Leith, the company will have 3½ acres of ground, which will be converted into the main distribution point for the Lothians and Borders. Later the British Mexican Petroleum Co., Ltd., will use the area as a bunkering terminal. Supplies will be brought in by tanker from Fawley.

Ministry of Transport Flag

Troopships and emigrant ships owned or chartered by the Ministry of Transport will in future fly a blue ensign incorporating the badge of the Ministry. This is a new badge, described heraldically as "An anchor argent in front of and interlaced with a wheel gules, ensigned with the Royal Crown." Last week the new flag was hoisted for the first time in the troop transport *Empire Fowey*, at Southampton, by Mr. Barnes, Minister of Transport.

The use of the new flag is in accordance with King's Regulations & Admiralty Instructions, which require vessels in the service of a public authority to wear the blue ensign defaced with the appropriate badge. Before the war, troopships flew a blue ensign defaced with the badge of the Board of Trade, a brigantine in full sail. On the formation of the Ministry of Shipping in 1939, however, troopships ceased to be entitled to use that flag, and during the war they flew the red ensign—a change which would have been necessary in wartime in any case.

Glen Line—War Memorial

A War Memorial to members of the Glen Line and McGregor, Gow & Holland, who lost their lives in the Second World War, afloat, ashore and in the air, was unveiled last Friday at 16 St. Helen's Place, London, E.C.3, by Mr. C. E. Wurtzburg, managing director of the Glen Line, and then dedicated by the Reverend G. E. Reindorp, Vicar of St. Stephens Church, Rochester Row, who served with the Royal Navy as a Chaplain throughout the war.

The memorial consists of the Bell of the Glen liner *Breconshire* which, after many hazardous trips under the White Ensign during the siege, was ultimately sunk just outside the Harbour of Malta on March 27, 1942. The bell was recovered during salvage operations on the ship, and was presented to the Glen Line by the Royal Navy.

The current edition of *Vickers Overseas News* contains an illustrated article by Mr. Frank C. Bowen on dry docks and shiprepairing.

ANALYSIS OF WORLD TANKER TONNAGE BY AGE GROUPS

Flag		*Prior to 1926*	1926-1929	1930-1934	1935-1939	1940-1945	1946-1951	*Totals*	*Grand Totals*
U.S.A.	Steam	239,577	20,810	34,944	380,833	5,589,038	330,916	6,596,118	7,127,254
	Diesel	36,911	118,482	101,413	83,042	179,517	11,771	531,136	
BRITISH	Steam	520,742	126,369	94,981	83,653	1,618,173	466,261	2,910,179	6,553,411
	Diesel	45,793	263,493	196,018	751,903	903,030	1,482,995	3,643,232	
NORWEGIAN	Steam	94,055	20,250	11,600	21,600	383,825	21,887	553,217	4,498,215
	Diesel	14,100	186,297	460,768	717,664	430,777	2,135,392	3,944,998	
PANAMANIAN	Steam	293,996	13,626	15,027	45,596	1,259,643	689,866	2,317,754	2,819,116
	Diesel	18,296	84,117	105,780	65,100	98,944	129,125	501,362	
FRENCH	Steam	81,835	35,946	4,189	—	307,962	41,121	471,053	1,085,932
	Diesel	—	62,265	81,007	104,736	77,928	288,943	614,879	
ITALIAN	Steam	242,444	9,060	—	—	347,013	—	598,517	968,329
	Diesel	25,987	25,295	74,914	54,954	107,424	81,238	369,812	
DUTCH	Steam	44,641	28,717	—	29,860	165,289	85,845	375,352	888,141
	Diesel	—	33,274	59,563	303,236	58,886	57,830	512,789	
LIBERIAN	Steam	88,034	—	—	—	27,060	594,915	710,009	755,519
	Diesel	—	8,510	—	—	—	37,000	45,510	
SWEDISH	Steam	—	—	—	—	—	10,200	10,200	610,279
	Diesel	8,230	20,220	34,780	89,401	200,380	247,068	600,079	
OTHER FLAGS	Steam	428,768	194,019	16,475	88,800	530,189	393,101	1,651,352	3,371,399
	Diesel	60,895	216,105	306,144	108,351	391,527	637,018	1,720,040	
Totals	Steam	2,034,092	448,797	177,216	670,342	10,229,192	2,634,112	16,193,751	
	Diesel	210,212	1,018,058	1,420,387	2,278,387	2,448,413	5,108,380	12,483,837	
Total for each period		2,244,304	1,466,855	1,597,603	2,948,729	12,677,605	7,742,492	WORLD TOTAL	28,677,588

BRITISH TRANSPORT COMMISSION

Report and Accounts for 1950

THE THIRD annual report and accounts for 1950 of the British Transport Commission revealed a deficit of £14.1 mn., compared with £20.8 mn. in the previous year. Net traffic receipts from the Railway Executive's ships fell from £3,113,171 in 1949 to £2,850,010 in 1950, while gross receipts rose from £11,127,930 to £11,412,502. Working expenses rose from £8,014,759 to £8,562,042, wages having risen by £110,333, the fuel bill by £211,025, stores by £32,492, port charges by £61,577, insurance by £6,988 and chartering costs by £46,044. About 570,000 passengers were carried on the Northern Ireland routes, compared with 594,000 in 1949, and 817,000 passengers to and from the Republic of Ireland. Numbers of motorcars and livestock carried showed considerable increases. The report states that close attention was given to problems arising out of the steadily increasing container traffic on these routes, for which it was necessary to charter tonnage. An extensive study was made of the design of vessels for the conveyance of rail and road vehicles (including containers), as well as complementary terminal equipment, with particular reference to the practices of foreign shipowners and port authorities. The information thus acquired will be valuable in the formulation of proposals for future specially designed vessels. A special inquiry was made into the stardardisation of the types of radar used in the fleet, and proposals were approved for its extension and for the fitting of new sets. A comprehensive scheme for modernising the Tilbury-Gravesend ferry fleet and terminals is being prepared.

The section of the report dealing with the Docks & Inland Waterways Executive states that 23,291,000 tons of cargo were imported through the Commission's docks, compared with 22,372,000 tons in 1949, and exports amounted to 36,991,000 tons (36,947,000 tons). Of the exports, 28,996,000 tons comprised coal and coke shipped foreign and coastwise, a drop of nearly 2,000,000 tons since 1949. Port operations resulted in a deficit of £54,847, compared with deficits of £824,053 in 1949 and £1,329,884 in 1948. The report states that research is being carried out into working methods and the type of equipment best suited to particular port operations, with a view to standardisation. Consideration has been given to the designs of dredgers and craft to ensure that replacements of the Executive's fleet meet operating requirements and embody the latest improvements. A new type of twin grab hopper dredger has been evolved. Orders for three of these vessels will be placed, for use in the South Wales, Humber and Garston districts.

Cunard Reconditioning Programme Completed

The entry of the Cunard liner *Samaria* (19,848 tons gross) into the Southampton-Havre-Canada service, after her post-war reconditioning, marks the completion of the Cunard Steam-Ship Company's postwar reconditioning programme. The immediate postwar building programme has now also been completed, for there are no vessels for the company on the stocks, although delivery is expected soon of two recently-built cargo liners which have been purchased from the Silver Line, Ltd. With the sailing of the *Samaria* on July 12, there are now 300,000 tons gross of Cunard liners in service based on the port of Southampton.

An opportunity was given to a representative of THE SHIPPING WORLD to inspect the *Samaria* before she sailed. He was impressed with the elegance of the accommodation which is offered to 250 first-class and 650 tourist-class passengers. The public rooms, while they retain their original style of decoration, which is most pleasing, have been refurnished with comfortable modern furniture, and the cabins are fitted in every way in accordance with modern standards. The accommodation has been slightly rearranged to permit the abolition of the former third-class category, and the starboard garden lounge has been converted into an excellent cinema, available to both classes, seating about 150 in comfortably padded tip-up chairs. In the tourist-class dining room the chairs are upholstered in an attractive plastic material, with floral decorations, which can be readily washed. A new feature in the ship is the "Shippeman's Bar," which was described and illustrated in THE SHIPPING WORLD of June 27.

Richard Klinger, Ltd., of Sidcup, Kent, have produced a new booklet entitled "The Book of Kliner Jointings." Fully illustrated, it contains the results of tests carried out to show the behaviour of "Klingerit" jointings under compression, and gives the recommended grades for different services.

New Baltic Timber Charterparty

Fixed Laytime and Demurrage

AGREEMENT has been reached between the Timber Federation of the United Kingdom and the Chamber of Shipping of the United Kingdom upon the terms of a new charterparty to be used for the carriage of sawnwood from Finland, Sweden and Norway to the United Kingdom and Eire. The new charterparty, the Chamber of Shipping Baltic Wood Charter Party, 1951 (Code Name "Nubaltwood") came into operation on July 16. The new form has been adopted by the Baltic and International Maritime Conference.

The new charterparty differs fundamentally from the 1926 "Baltwood" form in that it includes clauses providing for fixed loading and discharging rates, and for the payment of demurrage after the expiry of the laytime so provided. By reason of the fact that the imposition, upon United Kingdom sawnwood importers individually, of an incalculable liability for demurrage would be impracticable in relation to the selling methods of the trade, it has been necessary in drawing up the charter to avoid the imposition of such a liability. To make this possible the Timber Trade Federation, on behalf of the trade, has agreed that the liability for demurrage due to owners under the terms of the charterparty, at both loading and discharging ports, shall be borne by United Kingdom receivers (i.e. bill of lading holders) by way of a flat rate contribution payable, in addition to and independently of the freight, in respect of each standard of timber imported. The rate of payment for the 1951 season has been fixed at 7s. per standard.

Association Formed

To enable the payment of demurrage claims, the United Kingdom Timber Trade Shipowners' Demurrage Association, Ltd., has been formed. The Association, through the owners or the owners' agent at the port of discharge, will collect the per standard contributions paid by the bill of lading holders, place them to a central fund and, from this fund, will meet demurrage claims in accordance with the provisions of the Rules.

Under the terms of the charterparty, owners fixing on "Nubaltwood" terms will be required to be or become members of the Association.

In order that the central fund may be protected, and to ensure that demurrage is paid equitably and fairly on a uniform basis, the Association is empowered to lay down the loading, discharging and demurrage rates. The first schedule of rates has been agreed between the Timber Trade Federation and the Chamber of Shipping, and has been issued concurrently with the new charterparty. Subsequently, this schedule will be revised as required by the Association. Compliance with the schedule in the completion of charterparties is obligatory. A special form of Time Sheet has been prescribed.

The registered office of the United Kingdom Timber Trade Shipowners' Demurrage Association, Ltd., is 3/6 Bury Court, St. Mary Axe, London, E.C.3, and any further information required in relation to the demurrage arrangement may be obtained from the secretary.

OFFICIAL NOTICES

Increases of Capital

CARGO SUPERINTENDENTS (LONDON), LTD., 48 Fenchurch Street, London, E.C.3. Increased by £10,000, in £1 ordinary shares, beyond the registered capital of £10,000.

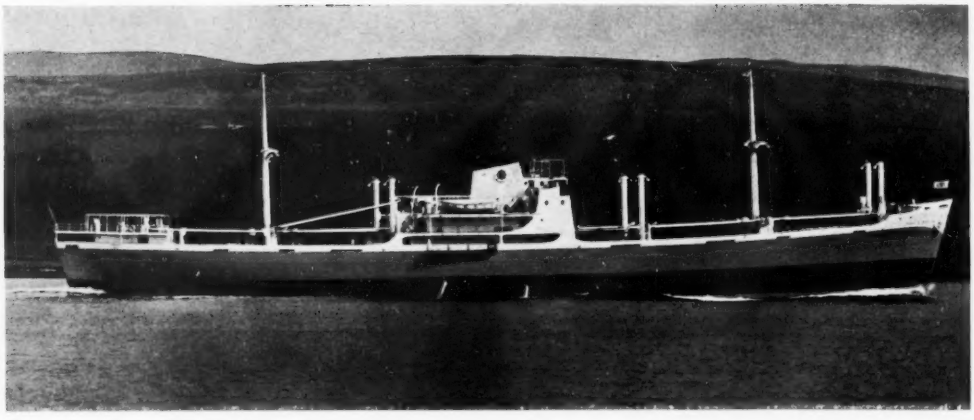
YARROW & CO., LTD., shipbuilders, etc., 31 Copthall Avenue, London, E.C.2. Increased by £150,000, in £1 ordinary shares, beyond the registered capital of £150,000.

HARRISSON FISHER & CO. (SHIPPERS), LTD., Gate Street, Kingsway, London, W.C. Increased by £40,000, in 20,000 ordinary and 20,000 6 per cent cumulative preference shares of £1 each, beyond the registered capital of £10,000.

Change of Name

DERWEN MOTORS, LTD., Phoenix Buildings, Mount Stuart Square, Cardiff. Name changed to Camaret Shipping Co., Ltd., on June 26.

The latest issue of *Diesel Times*, produced by the Cleveland Diesel Engine Division of the General Motors Corporation, describes the diesel-electric installation of the tug *Magnolia*, built by the Levingston Shipbuilding Company, of Orange, Texas.



THE "CIUDAD DE MEDELLIN"

FIRST OF TWO SHIPS FROM FAIRFIELD FOR COLOMBIA

THE *Ciudad de Medellin* is the first of two refrigerated and general cargo motorships built by the Fairfield Shipbuilding and Engineering Co., Ltd., for the Flota Mercante Grancolombiana S.A., of Bogota, Colombia. The second ship, the *Ciudad de Barquisimeto*, was launched from the same yard on May 22 and is now fitting out. They are designed for the carriage of bananas, coffee and general cargo between New York, New Orleans, Venezuela, Colombia and Ecuador. Owing to the extreme variations in temperature likely to be experienced in this service, the whole of the accommodation has been insulated on the exposed surfaces.

The principal particulars of the *Ciudad de Medellin* are as follows:—

Length overall	423 ft. 6 in.
Length b.p.	395 ft.
Breadth moulded	55 ft.
Depth moulded to main deck	24 ft. 6 in.
Gross tonnage	4,219 tons
Propelling machinery	4-cyl. Fairfield-Doxford diesel, developing 4,600 b.h.p. at 118 r.p.m.
Speed	14.5 knots

The vessel is designed on modern lines with well-raked fashioned stem, cruiser stern, two masts and a streamlined funnel which is incorporated in the bridge structure. The unorthodox paint line at the fore end gives an impression of speed, and the company's crest on the stem and funnel does much to increase the smart appearance.

The vessel has continuous steel shelter and main decks, with lower deck extending forward of the machinery space. Seven watertight bulkheads divide the vessel into eight compartments, with three cargo holds forward and two abaft machinery space. The tweendeck cargo space extends from the after tonnage well to the forepeak bulkhead. The double bottom is subdivided for the carriage of oil fuel and water ballast.

No. 3 hold and tweendecks are insulated, using Fibreglass as the medium, and the hold portion is divided by a skeleton deck. The whole of the No. 3 space is fitted out with banana bins and arranged to facilitate stowage or removal and also to give adequate protection to the fruit. M.E.P. steel covers are provided for all weather deck hatches. The ship is equipped with patent self-levelling step accommodation ladders by the Tyne Gangway Co., Ltd.

Cargo Handling Gear

Cargo handling arrangements consist of sixteen 5-tons electric winches with remote control serving sixteen 5 and 10-tons derricks. A 30-tons derrick on the foremast and a 15-tons derrick on the mainmast are provided for operating Nos. 2 and 4 hatches respectively. An electric windlass is fitted on the forecastle deck and an electric capstan on the shelter deck aft. The steering gear is of the electro-hydraulic type, and is situated on the main deck aft.

The accommodation throughout the vessel is of a high standard. The captain's and owner's suites, consisting of dayroom, bedroom and toilet, occupy the house on the boat deck. The officers and engineers are accommodated in the deckhouse on the bridge deck and at the forward end of the

Captain's dayroom

Principal Engineroom Auxiliaries in the "Ciudad de Medellin"

No.	Auxiliary	Capacity	Manufacturer
2	Air compressors	125 cu. ft./min. to 600 p.s.i.	Reavell & Co., Ltd.
2	Air receivers	150 cu. ft./min. to 600 p.s.i.	Marshall & Anderson, Ltd.
2	Rotary Centrex F.W. circ. pumps	190 tons/hr.	Drysdale & Co., Ltd.
1	Rotary Centrex ballast pump	200 tons/hr.	do.
1	Rotary Centrex general service pump	85-130 tons/hr.	do.
2	Vertoil forced lub. pumps	45 tons/hr.	do.
2	Vertoil fuel transfer pumps	40 tons/hr.	do.
2	Upright sea water circ. pumps	260 tons/hr.	do.
1	Pnuepress water system	—	do.
3	Purifiers (1 oil fuel, 1 lub. oil, 1 standby)	660 gallons per hour	Alfa-Laval Co., Ltd.
2	F.W. coolers	680 sq. ft. cooling surface	Serck Radiators, Ltd.
2	Lub. oil coolers	342 sq. ft. cooling surface	do.
2	Lub. oil strainers	45 tons/hr.	Ashworth & Parker, Ltd.
2	Refrigerating plant pumps	—	J. & E. Hall, Ltd.
1	Distilling condenser	—	Davie & Horne, Ltd.
1	Silencer	—	James Howden & Co., Ltd.
1	Hot water boiler	—	Duncan Low, Ltd.
1	Overhead electric crane	6 tons	Wharton Crane & Hoist Co., Ltd.

Dining room

shelter deck house, in which the chief engineer's suite is also situated. In the after starboard part of the midships deckhouse three cabins, one having three berths with toilet and two having two berths with common toilet, are provided for passengers. The crew are accommodated on the main and shelter decks aft.

Decorative Schemes

All the suites are panelled in polished hardwood and tastefully decorated, the owner's and captain's suites being panelled in light oak and having furniture of French walnut. The dining saloon and smoke room are panelled in bird's eye maple with elm burr relief, the furniture being of French walnut; while the chief engineer's suite is panelled in straight grained elm and furniture of French walnut. The entrances on bridge and boat decks are panelled in bird's eye maple, while the stairway has a balustrade of figured eucalyptus. The owner's, captain's and passengers' toilets are lined with mottled grey "Warerite." Single-berth cabins are provided for officers and engineers, the remainder of the crew being accommodated in two or three-berth cabins. Messing and recreation rooms, hospital and laundry are provided for members of the crew, the whole complying with the latest requirements of the Ministry of Transport.

The galley is arranged on the port side of the shelterdeck house close to the mess rooms. It is provided with all-electric equipment of the most modern type, and arranged to provide cafeteria service for the members of the crew. A food lift is also fitted between the galley and the officers' pantry. Adjacent to the crew's messroom a dishwashing room has been fitted, so that dishes may be passed from one space to the other through a serving hatch.

The ventilation of the accommodation is by means of mechanical supply fans, with mechanical supply and exhaust to galley. Reversible fans are fitted to provide ventilation in the cargo holds. Accommodation throughout is electrically heated. Two lifeboats are fitted under LUM type davits and the lifesaving equipment fully complies with the Ministry of Transport requirements. The navigational instruments are of the latest type and include radar, wireless, direction finder, echo sounder and gyrocompass equipment.

Propelling Machinery

The main propelling machinery consists of a single-screw 4-cylinder Fairfield-Doxford engine of the two-cycle opposed piston type, having cylinders of 670 mm. diameter and a combined stroke of 2,320 mm. The engine develops 4,600 b.h.p. at about 118 revolutions per minute and is of the usual design with fresh water cooling. Three diesel-driven generators are fitted to supply current for all the electrically-driven auxiliaries and ship's services throughout the vessel. The engines are of the four-stroke cycle type manufactured by the National Gas & Oil Engine Co., Ltd., each engine having three cylinders. The dynamos are of W. H. Allen manufacture and supply current at 240/120 volts on the three-wire system. The generator engines are fresh water cooled and are fitted with their own pumps, coolers, etc., so that they are independent of the main engine. A duplicate supply is arranged for all services associated with the main engine and all cooling surfaces are proportioned so that full speed can be maintained in tropical conditions. A list of principal engineroom auxiliaries is given on the previous page.

ROUND THE SHIPYARDS

Work in Progress on Merseyside

By THE SHIPPING WORLD'S Own Correspondent

THERE has been little change in the overall shipbuilding and shiprepairing situation on Merseyside during the past month. So far as shipbuilding is concerned, an interesting news item was the announcement that orders for two small cargo steamers—miniature editions of the cargo liners engaged in the company's service between Manchester and Montreal—had been placed with Cammell Laird & Co., Ltd., Birkenhead, by Manchester Liners, Ltd. Arrangements for the employment of the new ships have not been finalised. Of 2,850 tons deadweight, they will be able to enter the smaller ports and will be fitted with special ventilation facilities for the carriage of fruit. No passengers will be carried. One of the vessels is due for delivery in March next year and the second in the following month. Their propelling machinery will consist of geared turbines—understood to be the smallest marine turbines ever supplied by Cammell Laird, who are also building an 8,900-tons cargo and passenger liner for the same owners. Another order received during the month is for two high-powered tugs for service on the Mersey, placed by the Liverpool Screw Towing & Lighterage Co., Ltd.

Meanwhile, final preparations are being made for two launches scheduled to take place on July 19 and July 20 respectively. The first is that of the refrigerated cargo liner *City of Brisbane*, building for the Ellerman & Bucknall Steamship Co., Ltd., and the second the passenger and cargo liner *Hildebrand* for the Booth Steamship Co., Ltd. The *City of Brisbane*, which will perpetuate the name of a vessel sunk by enemy action during the war, will be the thirteenth ship built at Birkenhead for the Ellerman group. She will be of about 12,000 tons d.w. and is to be employed in the Australian trade. The *Hildebrand*, of about 7,000 tons d.w., will be the third ship to be launched by Cammell Laird this year. She is the second Booth liner to be so named. The new vessel will be a single-screw oil-burning steamer with accommodation for 40 first-class and 80 tourist passengers. With a designed speed of 15 knots, she is the first ship to be built at Birkenhead for the Booth Line since the cargo liner *Crispin* in 1935.

Shiprepairing Work

The volume of shiprepairing work on Merseyside is being well maintained. A further improvement in the employment position was indicated in official returns for May. These showed that during the month there were 1,472 men unemployed compared with 1,529 in March and 2,379 men in May last year. Of the 1,472 men unemployed last May 500 were skilled workers, five semi-skilled, 964 unskilled, and three draughtsmen and clerical workers.

Among the more interesting repair jobs is that of the Swedish tanker *Oljaren* (8,337 tons gross), which after grounding on the Muckle Skerry, Pentland Firth, on April 12, was later refloated and subsequently brought to Liverpool under tow. This repair contract has been undertaken by Grayson Rollo & Clover Docks, Ltd. The refit of naval units is proceeding and an Admiralty contract for conversion work on a destroyer has been allocated to the Merseyside branch of Harland & Wolff, Ltd.

The North-East Engineering Bureau, 109 Pilgrim Street Newcastle-upon-Tyne, has produced a pocket directory for 1951, which is a guide to the facilities and products offered by members of this non-profit making association. Copies will be forwarded to buyers, free of charge, on application.

Revised regulations under the Merchant Shipping Acts for the examination of Masters and Mates have been issued by the Ministry of Transport and are available from H.M. Stationery Office, price 2s. 6d. The new regulations and syllabuses come into force on January 1, 1952.

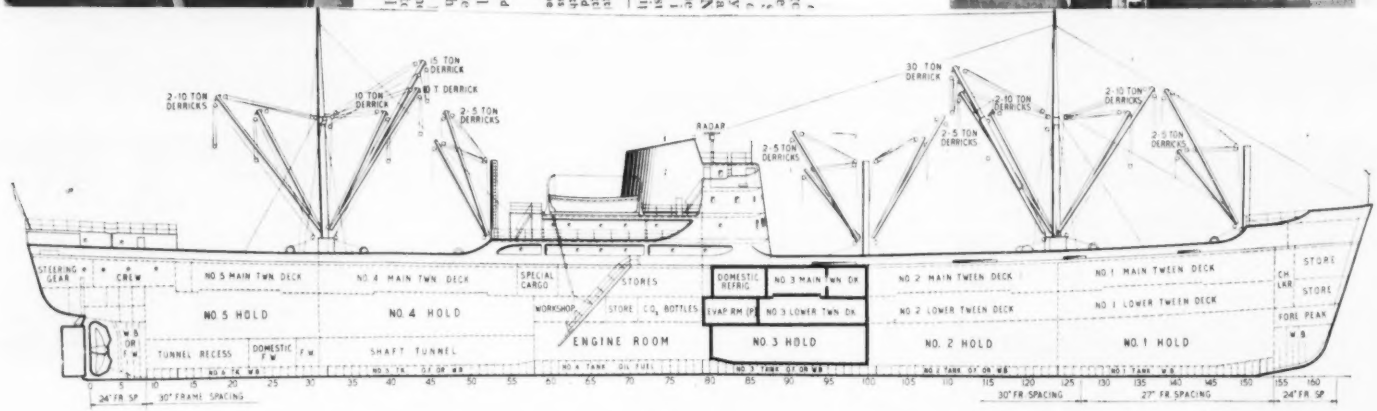
THE *Ciudad* ... general cargo ... and Engineer ... columbiana's ... the *Ciudad* ... yard on May ... for the carria ... New York. A ... Owing to the ... experienced ... has been inst ... The princi ... as follows :—

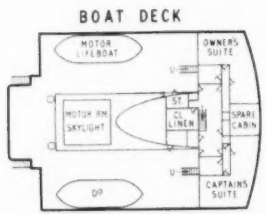
Speed

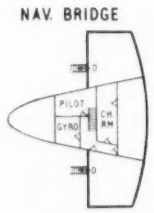
Length ...
Length ...
Breadth ...
Depth ...
Gross ...
Propel ...

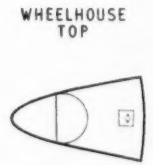
The vessel ... fashioned ste ... funnel which ... unorthodox ... of speed, an ... does much to ...

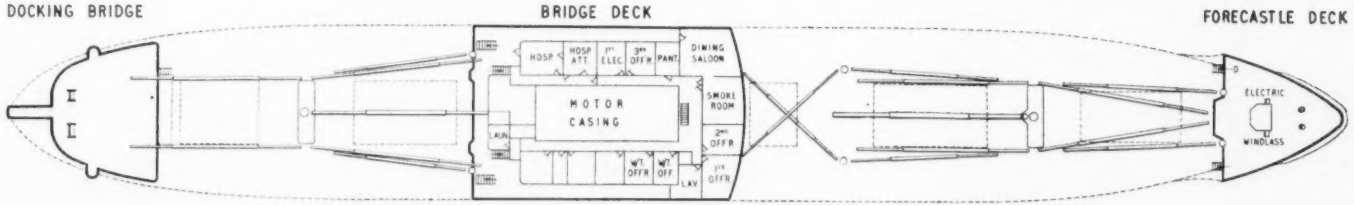
The vessel ...

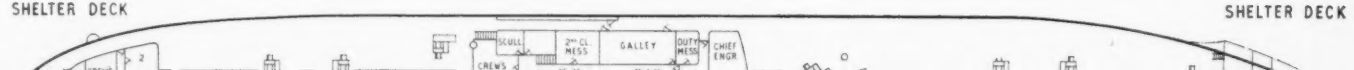












Motorship "Ciudad de Medellin," built by the Fairfield Shipbuilding & Engineering Co., Ltd., for the Flota Mercante Grancolombiana

IPYARDS

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DEMAND FOR ORE CARRIERS

THE SEARCH FOR RAW MATERIALS AND ITS EFFECT ON SHIP CONSTRUCTION

By A. C. HARDY, B.Sc., M.I.N.A.

INFORMATION published by the British Iron & Steel Federation indicates that Britain gets most of its iron ore for steelmaking from Sweden. Algeria comes next on the list, then Spain and Sierra Leone. Figures for 1950 indicate that Britain took 3,441,600 tons from Sweden out of a total of 13,704,000 tons exported by that country. The total British import from all sources in 1950 was 8,402,400 tons. Britain's import figures are relatively small compared with those of the United States, and it is clear that the potential future demand of the steelworks of the North American continent are responsible for the large numbers of contracts for ore carriers which have recently been placed, and which, it would seem, represent only the beginning of a series which, in the next ten years, may well bring ore-carrier building to a stage where for any given quarterly return it may resemble oil tanker construction.

Parallels in Ore and Oil Trades

Present figures for both oil and ore carrier building are attributable to the world's nervousness concerning the raw material position; and to the tremendous need for steel, not only for rearmament purposes but also for the general mechanisation of life which is now going on. The development of new sources of ore to some extent parallels the continued search for new sources of liquid energy. It is affected by the potential if not actual exhaustion of previous well-known sources. Complementary problems exist in the ore and oil industries, insofar as a choice must be made as to whether the ore should be smelted at source or carried overseas to be dealt with on arrival. Formerly, the oil industry tended to refine at source, and to export by ship the products of refinement. Latterly, many considerations, including those of defence, have dictated refining at arrival; and this is the reason for the refinery contracts which have recently been placed, in Great Britain, in Sweden, in France and elsewhere. A further, though more or less incidental, link between the ore and the oil trades is to be found in the type of ship which the Swedes have recently been constructing in which ore or oil can be carried at will, though not, of course, at the same time. The Norwegian American Line has now adopted this principle, having ordered a 12,000-tonner of this type for the Takoradi-Norway trade.

Different Types of Ore

The term "ore," like the word "oil," is generically and somewhat loosely employed. Although iron ore was originally, and still to a great extent is, the principal bulk cargo of its kind which demands and gets special types of ship, other ores, which formerly were carried entirely in specially chartered tramp ships, are increasingly employing special kinds of tonnage. Bauxite or aluminium ore is a case in point; two medium-sized ships were completed for this work on the Tyne last year, to operate from the fields in Dutch Guiana to the requirements of the Aluminium Company of America, and two similar ships are now under construction. Some time ago there arrived at the port of New Orleans a cargo of African ore named vermiculite, which is used in the manufacture of insulation, plaster aggregate, concrete aggregate, acoustic, horticultural and industrial equipment. This ore comes from the mines of Mozambique, along the East African coast; and the first cargo brought to New Orleans was carried in an ordinary cargo ship. Who knows how long it will be before the trade develops sufficiently to demand a special type of carrier? And who knows when new materials of construction and new products will be the result of the treatment of ores which at the present moment are only occasional cargoes?

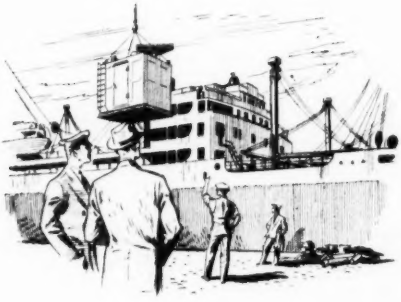
The African and the South American continents are prime sources of these strategic materials; and they are of such a nature that sea transport is the only means whereby they can be brought from regions of supply to regions of demand. On the assumption that iron ore is still, though not necessarily always likely to be, one of the prime strategic materials, it is interesting to trace some of the changes which have taken place in recent years, and to record that they have mainly been brought about by increasing American demand. Prior to the Second World War, the principal sources of ore to make American steel were the west coast of Chile, the Great Lakes district, and Sweden; and to some extent the long ocean haul from Chile via the Panama Canal, and the haul across the Atlantic from Narvik to Sparrows Point, Md., was cheaper than the haul across the Great Lakes from Duluth-Superior to the lower Lake ports, where the ore was loaded into railcars and taken to the steelworks, the return cargo being coal from the West Virginia coalfields.

New Sources

New sources of ore have now been discovered in Canada, in Venezuela and in West Africa; and it is for the development and movement of the contents of these ore fields that so much new tonnage has been ordered, almost exclusively for American account, though the flag under which the ships operate and the yards in which the ships are built may have no ostensible connection with America whatever. These developments are all apart from any which may be going on for the further exploitation of bauxite. The point to be made is that we are now on the eve of a reorientation of sources of supply for the world's strategic raw materials. That is mixed up with the present political situation, and it is likely to have an enormous effect on shipbuilding and marine engineering in the next decade. Furthermore, it may well have a big effect on ship design, for it is by no means certain that the ore carriers of the future, when modern conditions of cargo handling are taken into consideration, and when potential changes in the measurement of net tonnage laws are also considered, will resemble those of the past; furthermore, the building of ships for the carriage of the newer kinds of ore has no tradition on which to work, and first-principle solutions which proved, for example, so interesting in the case of evolving ships for amphibious warfare, may well be expected here too.

Ore Carrying Fleets

Sweden has long been a source of the world's iron ore, and Swedish ores have always acquired a special interest in the United States, particularly when the sea-route distance from Scandinavian ports to the U.S. Atlantic harbours is compared with distances from other deposits. The distance from Victoria, Brazil, which is the shipping port of the huge Minas Geraes ore fields, to Sparrows Point, is several hundred miles greater than the distance from Narvik, Norway, which is the Atlantic shipping port for Swedish ore. The Swedish ores have always enjoyed the advantage of special characteristics for the making of high-grade steel; and the Trafikaktiebolaget Grangesburg-Oxelosund, usually known as the "T.G.O.", is of outstanding prominence in Swedish iron ore mining, both from the magnitude of its operations and from the size of its shipowning. This company is still one of the largest, if not *the* largest, owner of specialised ore-carrying tonnage in the world. Second in order of priority is the Broström group, which builds and owns, to a great extent for charter purposes; and thirdly, the Bethlehem Steel Corporation itself, which operates ships from the



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Cruz Grande mines in Chile to its own steelworks. This list does not include the Spanish firm, Sotar y Aznar, in the North Spanish/U.K./Continent ore trade, but these ships, as indeed some of the ships of the Grangesburg Co., have their machinery amidships and are capable of operating in normal tramp trades.

Combined Ore and Oil Carriers

The Grangesburg Company, the Broström Company and the Bethlehem Steel Corporation all own special tonnage, with machinery aft, and with the long, raised fore-and-aft box-type hold which secures ample stability conditions for the tricky cargo which iron ore is. Both the Grangesburg and Broström companies have recently returned to an earlier theory of ore transport, in so building the tanks surrounding the sides and bottom of the ore box that oil can be loaded when ore is not carried. This, in the nature of the development of both these essential " materials," is not always easy to arrange; but the owners may consider that should the requirements for either ore or oil fall off at any time, employment can be secured for the ship. In certain circumstances this idea might prove to be embarrassing, especially if there were very large contemporary demands for both; but on balance it seems to be reasonable. At the same time, the newest type of large ore carriers is also fitted to accommodate a certain number of passengers; that is what I mean when I suggest that increasing demands for these new types of cargo are calling into being entirely new types of ships.

The United States has always been, ever since she became industrialised, an ore-importing nation. At one time she did not import oil, but she does today. Although an importer of ore, America always had the feeling that there was plenty in Minnesota. Specialists are now saying that the iron ore remaining in the Lake Superior district and usable under present methods of operation will be exhausted by or before 1970. Pessimists have been prophesying a world oil shortage for a long time; but even the optimists have never disputed the fact that certain sources of ore can become exhausted, and it would appear that the Mesabi Ridge in Northern Minnesota, which has been described as the " source of most of the bridges, automobiles, machine tools and paper clips since 1900," has nearly all been " shovelled into ore-boats and hauled to the smelters ". This does not mean that the United States will be bereft of ore, but that the ore left will be less rich and concentrated, and that the cost of smelting it and hauling it will be increased.

Iron Ore from Venezuela

In Venezuela, what has been described as " a hill of iron ore ", of fabulous richness and so close to the surface that the mere scratching off of vegetation to build a road discloses iron ore of almost theoretical purity, has been discovered. The hill is stated to contain reserves of over one billion tons, the main concession for which is held by the United States Steel Corporation. There are two practical methods of removing it, one of which means the construction of a railway 270 miles long to the port of Barcelona, in the course of which a 4-miles long bridge must be built across the Orinoco River; the other requires the dredging of a deep river channel for ships drawing up to 45 ft.; after which there is still the 2,000-miles run by sea to Pittsburgh, the choice there being either to build ships which can navigate the Mississippi River to Pittsburgh, or that the ore should go to a deep-water port in ships of the largest size, there to be transhipped by railway. Early this year it was announced that high-grade iron ore shipments from Venezuela would be removed by the Bethlehem Steel Company. The continuous flow was to be built up to 5,000,000 tons a year, apart from the developments of manganese mines which Bethlehem was making in Brazil, and a new iron ore development in Chile. Most of the Venezuelan ore was to be used at Sparrows Point, which has an annual capacity of more than 5,000,000 ingot tons.

Late in March the Bethlehem Steel Company's big ore carrier *Bethore* unloaded the first cargo of Venezuelan iron ore at Sparrows Point. It came from the tidewater port of Puerto de Hierro, on the Parian peninsula across the gulf from the island of Trinidad. It is a high-grade hæmatite averaging over 60 per cent iron. In 1950, of over 6,000,000 tons of metallic ore imported at Baltimore, more than 4,000,000 tons were used at Sparrows Point. None came from Venezuela but 2,569,000 tons came from Chile, 1,400,000 tons from Sweden, and only 414,000 tons from Brazil.

The steamer *Punta Aramayo* was the first of two shallow-draught ore carriers for use on the Orinoco River. She is 360 ft. long and has a beam of 64 ft. and a load draught of 24 ft. 6 in. Her gross tonnage is 4,650. She runs from the Orinoco port of Palua to Puerto Hierro. Ore is loaded at Palua from a conveyor belt built high enough to allow the ore carriers to come alongside at any time of the year, despite a river fluctuation of 40 ft. At Puerto Hierro the ore is transhipped to the big carriers of the *Venore* class for carriage to the smelters. This is a comparable activity to the movement of oil in special shallow-draught tankers to the open sea across Lake Maracaibo.

Early ideas for the development of the Venezuelan facilities go back to 1930, and they were only interrupted by the war. Tremendous constructional work had to take place in the jungle, and a 36-miles railway was built from the mines to the Orinoco River, as well as several large ore ports such as Palua on the river itself and Puerto Hierro. This mine was to feed a new steelworks on the Delaware River, destined to produce 1,800,000 ingot tons of steel per year. Some of the Bethlehem Steel Company's present fleet of 24,000-tons d.w. ocean-going carriers of the *Venore* class are being diverted to the new Venezuelan route from their normal run between Cruz Grande and Baltimore.

Ore Carriers of 45,000 Tons Deadweight

When the United States Steel Company's ore deposit is opened, ore carriers of upwards of 45,000 tons d.w., with a 34 ft. draught, will be built to carry the ore to the new works on the Delaware. It has been estimated that eight such ships will be needed to move the 10,000,000 tons annually anticipated by 1953; and twelve ships to maintain the 15,000,000 tons annual rate to be reached in 1960. It is interesting, also, to recall what this means in terms of local craft, coasters, dredgers, and shallow-draught craft and general equipment. Surely this is an engineering project which well rivals that of any of the biggest oil pipelines yet conceived. Nor is this all: the Quebec-Labrador iron ore deposits will have a railway constructed to bring their output to the St. Lawrence River; and their development, together with the discovery of new oilfields in Alberta, will call for the construction not only of new types of ship, but of new and bigger ships of ore and oil-carrying type, and may well hasten to its logical conclusion, in spite of resistance from elsewhere, the St. Lawrence Seaway.

Great Lakes Prospects

Between Port Arthur and Fort William on Lake Superior, a new ore dock has been constructed to handle the loading of ore from the Steep Rock iron mines near Atikokan. It will be able to load Great Lake ore-carriers in a matter of minutes, and is 900 ft. in length and 90 ft. high, built on piling driven entirely into the lake-bed, and constructed of reinforced concrete. There are fifty ore-chutes on each side of the dock; and if there is sufficient ore available, two ships can be loaded at the same time. The development of Steep Rock iron mines has been described as "another revelation of the vast hidden riches of Canada's mineral wealth ". The opening of the St.

Lawrence Seaway would have an immediate effect on the design and construction of Great Lakes ore carriers, for it would automatically put them in the ocean-going category, via the St. Lawrence River, making possible a sea haul from the Great Lakes to the U.S. eastern seaboard steelworks, and even perhaps on occasion to steelworks in Europe.

The 22,000-tons d.w. bulk ore carriers which are now under construction at the yards of the Fairfield Shipbuilding & Engineering Co., Ltd., in Glasgow, are a further indication of the demands of United States steelmakers. They are intended to be owned by the Liberian Navigation Corporation, which is a subsidiary of the States Marine Corporation, flying the Liberian flag, all being subsidiaries of the Republic Steel Co., of Pittsburgh, Pa. The first shipment of ore from Liberia was expected to take place this spring; the first two ships will not be ready until late this year, and chartered ships will be temporarily employed.

It is now generally agreed that neither by characteristics nor by speed of loading is the chartered ship, which is usually a three-island or shelterdeck tramp, often with a tier of tweendecks and medium-sized hatches, satisfactory to handle an increasing and regular volume of ore cargoes. Developments in Liberia, like those in Venezuela, date back for some years. As we have seen, the earliest Venezuela developments took place back in the 1930s; those in Liberia started in about 1943, when the Bomi Hills deposit which, according to report, rivals the Venezuela deposits as "the richest ore body ever discovered", was first developed. The Republic Steel Co. expected the production of iron ore to reach some 50,000 tons per month in the first half of this year; whereas by the end production is expected at a rate of 100,000 tons. As in the case of the Venezuela deposit, and as also with the Quebec-Labrador deposit, a railroad had to be built, in this case 40 miles long, from the ore deposits to Monrovia, the port of shipment; and, as before, additional roads, bridges, power plants and living quarters had to be constructed. The dock facilities were developed by the United States Government especially for the loading of ore.

The Building of Ore Carriers

Shipbuilding orders published over the last 18 months make it amply clear what these developments have meant to shipbuilders in general and to British shipbuilders in particular. For example, the Liberian Navigation Corporation placed an order earlier this year with Fairfield for four bulk-carriers, each of 22,400 tons d.w., similar to the two already mentioned. The ships are the largest ore carriers ever constructed in the British Isles, and are 600 ft. long with a beam of 80 ft. and a depth of 40 ft. It is especially interesting to note that each is to be a motorship, with a 6-cylinder opposed-piston two-cycle engine of sufficient power to give a speed of 14 knots. When this order is completed, it will mean that there will be a fleet of six 22,400-tonners engaged wholly in the trade between Liberia and U.S. Eastern seaboard steel furnaces. When this is taken into consideration, in conjunction with twelve 45,000-tonners for the Venezuelan trade, by the end of 1953, and existing and planned ships for the Chile trade, new ships for the Brazilian trade, a new ore carrier building in Gothenburg and additional developments on the Great Lakes, it will be agreed that it is in no case an exaggeration to point to the ore carrier as a ship of the future.

Development of a New Ship Type

It is suggested, too, that it may well be a future kind of ship. It is not sufficient merely to establish mines; the flow of personnel and their wives and families to and fro calls for transport which normally transcends both in volume and in economics that which can reasonably be supplied by air. It will call for ample accommodation in the ships themselves. The effect of all this development on the Swedish market is something to be watched with interest. The possible future development of, say, 45,000-tonners which can carry ore and oil is also important, for it seems, as has been suggested above, that the more this development goes on, the more these two essential commodities become linked. The operation of such large vessels, however, may be limited to some extent by dry docking facilities. Most ore ports are or will be deep-water open ports.

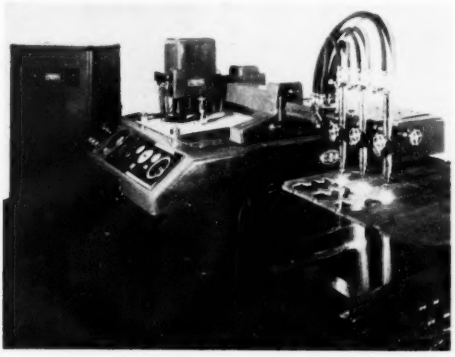
The newer ores—and by that I do not mean newer from the technical point of view, but rather from specialised transport—are not likely to demand ships of such large size, though this for the moment is conditioned by the awkward position of some of the bauxite mines, to reach which considerable river transport has to take place. Nor can we at the moment see the end of all this vast development; for no one can tell what other shifts in the centre of gravity of the world supply of raw materials will take place within the next few years. Finally, from a ship construction point of view, may it not well be that the space and weight demands of these new cargoes will probably call for new materials in construction; and that in this case light metals may well provide a solution to the problem of better carrying capacity within reasonable dimensions. Monster ships have the advantage of being able to move a lot of cargo at one time; but they suffer from a considerable disadvantage in that their very size militates against the number of harbours that they can use when the dry docking facilities are available for them.

The British-built "Prospector," one of two sister ships designed for the carriage in bulk of bauxite ore

RECENT TECHNICAL DEVELOPMENTS

New Flame Cutting Machine

The cross-carriage flame cutting machine illustrated is on display at the Exhibition of Industrial Power, Kelvin Hall, Glasgow. Manufactured by the British Oxygen Co., Ltd., it is a profile cutting machine on which provision has been made for working from (a) a steel master template, by way of a magnetic roller; (b) a plywood master template, with hand control of the spindle head; (c) a standard drawing, with hand control of the spindle head; and (d) a specially prepared drawing, using the automatic electronic tracing head. The magnetic head consists of a mains-energised magnet bearing a roller which loads itself against the steel template outline. With plywood templates, the operator lightly loads the spindle head against the edge of the profile and the milling of the spindle drives the head along. The tracing head projects a small spot of light on the drawing to indicate the position of the head, which is guided by a handwheel. This head may also be used for circle cutting using a radius bar attachment.

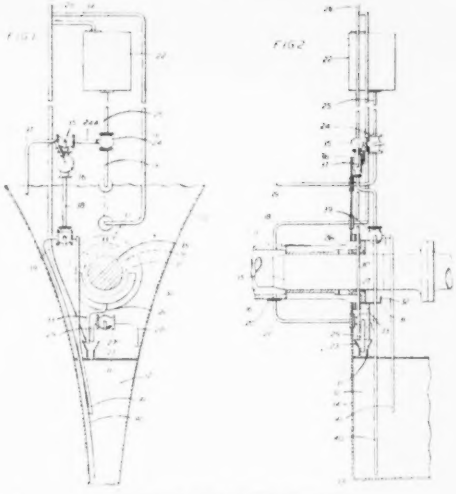


The electronic tracing head is an automatic follower which is used in conjunction with a specially prepared drawing on which the lines are normally made ¼ in. wide, the lines being black on a white background, with the required profile either on the inside or outside boundary of the lines. A spot of light is projected on to the edge of the line to be followed, so that the spot area is divided equally into black and white segments. Any deviation causes reaction in the photoelectric cell, which provides the mechanical control of the steering motor. The cutting area, using the electronic head, is 36 in. by 24 in., the minimum radius being 1½ in. and maximum cutting thickness 12 in. With the alternative heads the cutting area is extended to 44 in. by 26 in. The changeover from one head to another is simple.

Tailshaft Lubrication System

As shown in the accompanying diagrams, the inventor proposes a lubricating system for a ship's propeller tailshaft (15) which comprises a low-level oil-receiving tank (12), an overhead tank (22), an oil collector (32) which receives oil leaking from the forward bearing (30) of the stern tube (16), an oil outlet (33) leading from the collector to the low-level tank, an oil conduit including a pump (36) for transferring oil from the low-level tank to the overhead tank, and an oil supply line (19) from the overhead tank to the stern tube. In order to put the lubrication system into condition for use, oil is put into the oil-receiving tank (12) and is pumped by pump (36) by way of the suction piping (40 or 41 and 38), the delivery connection (24A) and the tank bottom pipe (25) to the overhead tank. Pumping is continued until oil passes by way of the overflow pipe (34) and the oil return pipe (26) to the oil-receiving tank (12). The fact that the oil is overflowing can be seen at the open funnel (23). The pumping is stopped and the appropriate cocks manipulated so that oil is led from the overhead tank (22) by way of the tank bottom pipe (25) and the oil supply pipe (19) to the stern tube (16). As oil leaks from the gland (30), it is collected and passed back to the oil-receiving tank (12).

This system is adapted for various uses or contingencies. For instance, it may happen that there is excessive water in the fluid passing by way of the outlet pipe (33) into the tank



Tailshaft lubrication system

(12). When a sufficient quantity of water has collected at the bottom of this tank, the pump (36) is started and by opening the appropriate cocks the water is passed through the lower suction branch (40) and the discharge pipe (37) to the bilge. Should it ever be desired to circulate oil for examination purposes, the pump (36) is started and oil drawn from tank (12) through pipe (19) to the stern tube, from which the oil rises through air pipe (18) and is returned through pipe (26) to tank (12). By virtue of this invention there can be no spillage of oil from the closed overhead tank (22), and all oil leakage through the forward gland (30) is collected and returned to the oil-receiving tank (12). The equipment can be readily fitted to existing ships.

British Patent No. 652,862 issued to D. McKay. Complete specification published May 2, 1951.

The Late Mr. J. L. Luckenbach

The death occurred on July 4, at the age of 67, of Mr. John Lewis Luckenbach, chairman of the board of managers of the American Bureau of Shipping since January, 1950. He joined the organisation in 1927 as executive vice-president, being elected president in 1933. During Mr. Luckenbach's long association with the Bureau he sponsored many ideas for the advancement of ship classification and improvements in the science of shipbuilding and design. After leaving Princeton, he joined the Luckenbach Steamship Company in New York, and from 1912 to 1915 he was in charge of the maintenance and repair of Luckenbach ships on the Pacific Coast. He returned to New York during 1915 to take over the design and construction of new cargo ships for the Luckenbach Line. He was assigned by the U.S. Shipping Board to take charge of the construction of some 35 large cargo ships in Japan and four in China. He returned in 1920 and was elected vice-president in charge of maintenance, repair and operation of the Luckenbach Steamship Company fleet. He served in this capacity until 1925, when he retired from the company.

Mr. Luckenbach was one of the original members of the Propeller Club of the United States. A member of the Society of Naval Architects and Marine Engineers since 1916, at the time of his death he was an honorary vice-president. He was elected president in 1947 of the board of trustees of the Webb Institute of Naval Architecture. During the two International Safety of Life at Sea Conferences held in London in 1937 and 1948, he served as an official delegate of the U.S. Government. He was a member of the American Society of Naval Engineers; the Institution of Naval Architects; the North-East Coast Institution of Engineers and Shipbuilders; and a vice-president of the Institute of Marine Engineers.

NEW CONTRACTS

Yards in Great Britain and Northern Ireland

Shipowners	No. of Ships	Type	Approximate Tonnages: Gross	Approximate Tonnages: Deadweight	Dimensions (ft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
C.M. Los, Sons & A.K. Pezas, Greece	1	Cargo	—	10,500	—	15	Sin.-scr., 5-cyl. Doxford diesel	—	N.E. Marine	Bartram
Nicolas G. Nicolaou	1	Cargo	8,500	—	—	—	Steam turbine	—	—	Wm. Denny
Tramp Chartering Corpn. of Panama	2	Cargo	—	11,000 (each)	—	—	Doxford diesel	—	Shipbuilders	Swan, Hunter & Wigham Richardson, Walker
	1	Cargo	—	9,900	—	—	Doxford diesel	—	Shipbuilders	
Silver Line	1	Cargo	—	8,850	—	10.5	Tr.-exp. steam, Bauer-Wach turb.	—	Shipbuilders	Wm. Gray
Boston Deep Sea F. & Ice Co.	2	Trawlers	250 (each)	—	—	—	Diesel	—	—	Cochrane & Sons

Commonwealth and Foreign Yards

Shipowners	No. of Ships	Type	Approximate Tonnages: Gross	Approximate Tonnages: Deadweight	Dimensions (ft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Biorn Biornstad & Co., Oslo	1	Tanker	—	28,000	—	17	Parsons steam turbine	—	—	Dutch yard
Biorn Biornstad & Co.	2	Tankers	—	18,000 (each)	—	—	Diesel	—	—	Kaldnes M.V., Tonsberg ; and Naval Dockyard, Horten (1 each)
D/S A/S Laly, Oslo	1	Tanker	—	18,500	—	15	8-cyl., 2-str. Gotaverken diesel	7,300	—	Oresundsvarvet, Landskrona
Ahrenkiel, Hamburg	1	Cargo	1,100	2,750	257.66 × 41 × 16.16 (draught)	12.5	M.A.K. diesel	1,400	—	H.C. Stulcken, Sohn, Hamburg
Medomsley S.S. Co., London	1	Cargo	—	9,500	—	—	4-cyl. Doxford diesel	3,450	Wilton-Fijenoord, Schiedam	Werf de Noord, Albasserdam
Finska Angfartygs A.B., Helsinki	2	Cargo	—	2,800 (each)	—	14	—	—	—	Werf Jan Smit Czn., Alblasserdam ; and Scheeps. en Mach. "De Merwede," Hardinxveld (1 each)
Cie. Francaise des Extraits Tinctoriaux et Tannants, Paris	1	Coaster	—	370	—	—	Diesel	—	—	Scheeps. v/h Th. J. Fikkers, Foxhol
Peder Smedvig, Stavanger	1	Tanker	—	18,500	—	—	Diesel	—	—	Oresundsvarvet, Landskrona
Einar Rasmussen, Kristiansand	1	Cargo liner	—	9,000	—	14.5 -15	—	—	—	Eriksbergs M.V., Gothenburg
Mathies Reederei K.G., Hamburg	1	Cargo	—	1,600	—	12	M.A.N. diesel	1,200	—	H.C. Stulcken Sohn, Hamburg
Verwaltungs & Verwertungs-Ges., Hamburg	1	Cargo	—	2,000	—	—	Diesel	—	—	H.C. Stulcken Sohn, Hamburg
Seereederei Nereus, Hamburg	1	Cargo	—	1,200	—	—	Diesel	—	—	August Pahl, Hamburg
P.A. van Es & Co., Rotterdam	1	Cargo	500	—	—	—	Diesel	800	—	T. van Duijvendijk's Scheeps., Lekkerkerk
Rederi A.B. Kusten, Gothenburg	1	Coaster	—	475	—	10	Diesel	—	—	West German yard

LAUNCHES

Yards in Great Britain and Northern Ireland

Date	Shipowners	Ship's Name and/or Yard No.	Type	Approximate Tonnages: Gross	Approximate Tonnages: Deadweight	Dimensions (ft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
July 5	Job Bros. & Co., St. John's, N.F.	*Blue Haze II* (230)	Trawler	300	—	120 b.p. × 25 × 12.5	—	Sin.-scr. Mirrlees diesel	650	Mirrlees, Bickerton & Day	John Lewis
July 5	Cie. Maritime des Chargeurs Reunis	*Kadoura* (1966)	Refrig. cargo	3,650	2,520	328 b.p. × 50.5 × 32.79	17	Tw.-scr., 8-cyl., 2-str. diesel	6,500	Burmeister & Wain, Copenhagen	J. Samuel White

Commonwealth and Foreign Yards

Date	Shipowners	Ship's Name and/or Yard No.	Type	Approximate Tonnages: Gross	Approximate Tonnages: Deadweight	Dimensions (ft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
May 10	Atlas Levante-Linie, Bremen	*Levante* (531)	Cargo	2,700	4,850	—	—	Diesel	—	—	Flensburger Schiffbau-Ges.
May 10	Rederi A.B. Disa, Stockholm	*Paranagua* (113)	Cargo	2,100	3,800	330 b.p. × 47 × 19.83	14.75	Sin.-scr., 8-cyl., 2-str. diesel	3,700	Gotaverken, Gothenburg	Oresundsvarvet A/B, Landskrona
May 22	Sigurd Herlofson & Co., Oslo	*Tank Princess* (335)	Tanker	9,000	13,500	513.75 × 62.5	14	6-cyl. Gotaverken diesel	—	—	Fredriksstad M.V.
May 24	Damps. Ove Skou and Damps. af 1937, Copenhagen	*Benny Skou* (707)	Cargo	4,200	6,850	390 b.p. × 55.5 × 35.5	17	Sin.-scr., 8-cyl., 2-str. diesel	8,700	Shipbuilders	Burmeister & Wain, Copenhagen
May 25	Swedish America Line	*Braheholm* (410)	Cargo liner	4,365	6,250	400 b.p. × 57.66 × 25.25	16.5	Sin.-scr., 7-cyl. B. & W. diesel	6,700	Shipbuilders	Eriksbergs M.V., Gothenburg
May 30	Skibs A/S Oschav	*Ishov* (333)	Tanker	10,300	16,000	500 b.p. × 63 × 38.5	14.5	Sin.-scr., 8-cyl., 2-str. M.A.N. diesel	5,500	Shipbuilders	Kockums M.V., Malmo
June 14	A. O. Andersen Shipping Co., Oslo	*Bellona* (658)	Tanker	11,000	17,200	540.66 o.a. × 56 × 39.25	14.5	Sin.-scr., 9-cyl., 2-str. diesel	8,000	Shipbuilders	Gotaverken, Gothenburg
June 14	Rederi A.B. Gefion, Halsingborg	*Inga Gorthon* (338)	Cargo liner	1,800	3,450	300 b.p. × 45 × 19.66	14.5	Sin.-scr., 9-cyl., 2-str. M.A.N. diesel	2,550	Shipbuilders	Kockums M.V., Malmo
June 19	Swedish America Line	*Vibyholm* (415)	Cargo liner	4,365	6,250	400 b.p. × 57.66 × 25.25	16.5	Sin.-scr., 7-cyl. B. & W. diesel	6,700	Shipbuilders	Eriksbergs M.V., Gothenburg
June 23	United States Lines	*United States* (488)	Pass. liner	51,500	—	990 o.a. × 101.5 × 122	30	Qd.-scr. steam turbine	—	—	Newport News S.B. & D.D. Co.
June 27	Zim Israel Nav. Co.	*Tamar* (521)	Cargo	2,350	4,000	352.6 o.a. and 326.5 b.p. × 46.6 × 20.2	14.5	Sin.-scr., 10-cyl., 2-str. M.A.N diesel	3,000	—	Scheeps. en Masch. "De Merwede," Hardinxveld
June 30	Soc. Portuguesa de Navios Tanques, Lisbon	*Bornes* (752)	Tanker	11,040	16,580	537.16 o.a. and 502 b.p. × 68.92 × 38	14	Sin.-scr. B. & W. diesel	6,000	Shipbuilders	S.A. John Cockerill, Hoboken
July 4	Cia. Siciliano di Armamento	*Ercta* (215R)	Cargo	6,850	11,000	444.6 × 62.5 × 31.2	14	Diesel	—	—	Cant. del Tirreno, Riva Trigoso

TRIAL TRIPS

Yards in Great Britain and Northern Ireland

Date	Shipowners	Ship's Name and/or Yard No.	Type	Approximate Tonnages Gross	Approximate Tonnages Deadweight	Dimensions (ft.)	Speed (knots)	Propelling Machinery	Total h.p	Engine Builders	Shipbuilders
July 11 & 12	British India S.N. Co.	*Kenya*	Pass. & cargo liner	15,000	—	540 o.a. × 71 × 38.5	16	Tw.-scr., sin.-red. geared turbine	—	Wallsend Slipway & Eng Co.	Barclay, Curle
			Commonwealth and Foreign Yards								
—	Atlas Levante Linie	*Atlas*	Cargo	2,700	5,000	357.75 × 49.3 × 18.6	12	4-str. M.A.N. diesel	—	Masch. Augsburg-Nurnberg	Flensburger Schiffs.
—	Charles Schiaffino & Cie.	*Catherine Schiaffino*	Cargo	1,500	1,800	314.08 × 43.25 × 28.9	13	8-cyl., 2-str. M.A.N. diesel	2,400	Soc. Gen. de Constr. Mec.	Ch. et Atel. Provence, Port de Bouc
—	Hamburg-Amerika Linie	*Duisburg* (444)	Cargo	2,700	4,800	362.25 o.a. and 333 b.p. × 48.5 × 21.16	12	Diesel	2,350	—	Lubecker Masch. Ges.
—	Robert Bornhofen	*Elisabeth Bornhofen*	Cargo	2,350	4,500	338 o.a. and 310.1 b.p. × 46.9 × 29.5	12	7-cyl. M.A.N. diesel	2,300	—	Howaldtswerke, Kiel
—	Kauffahrtei Seereederei Ad. Wiards & Co.	*Elsbeth Wiards* (416)	Cargo	5,850	10,000	443 × 60 × 23.6	12	Sin.-scr., 5-cyl., 2-str. diesel	3,000	Masch. Augsburg-Nurnberg	Lubecker Flenderwerke
—	Cie. Gen. Transatlantique	*Equateur*	Cargo	6,700	8,300	482.25 × 62.42	16.5	Sin.-scr. twin 8-cyl. diesel	—	Cie. de Constr. Mec. Sulzer, St. Denis	Forges et Ch. de la Gironde, Bordeaux
—	Cie. Nationale de Nav., Paris	*Frimaire* (114)	Tanker	9,980	16,000	496b.p. × 65.75 × 35.92	14.5	7-cyl., 2-str. diesel	5,600	Burmeister & Wain, Copenhagen	Odense Staalskibs.
—	Nippon Suisan Kaisha	*Matsushima Maru*	Tanker	12,000	18,000	541.16 × 68.66 × 29.66	14.25	M.A.N. diesel	7,000	Kawasaki Heavy Industries	Hitachi S.B. & E. Co., Sakurajima
—	Stockholms Rederi A.B. Svea	*Mimer*	Cargo	1,500	2,350	299 o.a. and 275 b.p. × 41.66 × 25.25	14	5-cyl., 2-str. Polar diesel	1,800	A/B Atlas-Diesel, Stockholm	Finnboda Varf, Stockholm
—	West India Fruit & S.S. Co., Norfolk, Va.	*New Grand Haven* (251)	Train ferry	7,250	4,280	435 b.p. × 70 × 42.25	17.5	Tw.-scr. Skinner Unaflow steam	10,000	Shipbuilders	Canadian Vickers, Montreal
—	Chr. Haaland, Haugesund	*Nyholt*	Tanker	10,429	16,000	492.25 × 67.75 × 36.5	—	Sin.-scr., 6-cyl., 2-str. Stork diesel	5,500	Shipbuilders	Netherlands Dock & S.B. Co., Amsterdam
—	Cie. Nav. de l'Afrique du Nord	*Oranie*	Cargo	—	3,700	346.42 × 54.16	—	Tw.-scr., 6-cyl. M.A.N. diesels	6,360	—	Atel. et Ch. de la Loire
—	Cie. Delmas Vieljeux	*Picardie*	Cargo	4,489	7,250	428.16 o.a. and 399.58 b.p. × 55.58 × 24	15.5	Sulzer diesel	5,000	—	Atel. et Ch. de la Loire
—	S.A. Petrofina Francaise	*Purfina-Angleterre* (202)	Tanker	11,800	16,500	516.5 × 70	—	8-cyl., 2-str. Schneider-B. & W. diesel	6,500	—	Atel. et Ch. de France, Dunkirk
—	Roland Schiffahrts G.m.b.H.	*Saarstein*	Cargo	2,700	4,700	392.42 × 50.16	12	M.A.N. diesel	2,400	—	Bremer Vulkan
—	Cie. Generale Transatlantique	*Saint Ferreol*	Cargo	3,850	4,200	389.3 o.a. × 50.9 × 24	14	Sulzer diesel	4,000	—	Ch. Navals de la Ciotat
—	Kon. Java-China-Paketv. Lijnen, Amsterdam	*Straat Makassar* (600)	Cargo and pass.	9,000	9,800	471.75 o.a. and 435 b.p. × 63.5 × 37.75	16.5	Sin.-scr., 9-cyl., 2-str. B. & W. diesel	8,300	Shipbuilders	P. Smit., Jnr., Rotterdam
—	Zeevaart Maats. Navigare, Amsterdam	*Westerdok* (261)	Coaster	500	585	166.6 × 28.2 × 10.3	11	Sin.-scr., 8-cyl., 4-str. diesel	500	Werkspoor N.V., Amsterdam	Van der Werff's Scheeps., Westerbroek
May 21	Schothorst & J. E. Houwerzijl	*Terschelling* (170)	Coaster	500	925	174.6 × 29.7 × 11.4	11	Sin.-scr., 8-cyl., 4-str. diesel	800	N.V. Motorenfb. "De Industrie," Alphen a/d Rijn	N.V. Scheeps. "Vooruitgang," Foxhol
May 25	A/S Rederiet Odfjell, Bergen	*Birk* (387)	Tanker	2,100	2,650	297.7 o.a. and 275 b.p. × 44.5 × 18.2	12	Sin.-scr., 6-cyl., 2-str. Sulzer diesel	1,800	Cant. Riuniti dell'Adriatico, Trieste	Bergens M.V.
May 29	Bachke & Co., Trondheim	*Vigrid* (19)	Cargo	2,700	4,300	362.75 o.a. and 334.66 b.p. × 48.08 × 21	14	Sin.-scr., 6-cyl., 2-str. diesel	3,050	Burmeister & Wain, Copenhagen	Sarpsborg M.V., Oslofjord
June —	American Export Lines	*Constitution*	Pass. liner	20,500	—	683 × 89 × 53	22.5	Tw.-scr., dble.-red. geared turbine	55,000	Shipbuilders	Bethlehem Steel Co., Quincy, Mass.
June 2	Odd Berg, Oslo	*Kollbryn* (31)	Cargo	1,350	2,480	258 o.a. and 249 b.p. × 41.5 × 17.33	12	Compound steam, Bauer-Wach turb.	1,200	Shipbuilders	Langesunds. M.V., Oslofjord
June 14	Reederei Emil Offen & Co., Hamburg	*Klaus Schoke* (417)	Cargo	5,891	10,260	442.9 b.p. × 59.7 × 28.4	12	Sin.-scr., 5-cyl., 2-str. diesel	3,000	Masch. Augsburg-Nurnberg	Lubecker Flenderwerke
June 16	Roland Linie Schiffs.	*Innstein* (811)	Cargo	2,693	4,650	392.4 o.a. and 360.9 b.p. × 50 × 31.7	—	Diesel	2,400	—	Bremer Vulkan, Vegesack
June 17	Robert Muller, Hamburg	*Lina Robert Muller*	Cargo	1,494	2,500	254.3 b.p. × 39.4 × 21	—	2-str. diesel	1,400	Halberg-Sulzer Masch. & Giesserei	Ottensener Eisenwerk, Hamburg
June 21	Rud. Chr. Gribel, Lubeck	*Karl-Christian*	Cargo	2,437	3,600	296 o.a. and 269 b.p. × 43.33 × 18.58	—	Lentz steam	—	—	Lubecker Flenderwerke
June 26	Olsen & Ugelstad, Oslo	*Veslefjell* (337)	Cargo	2,100	2,750	—	—	Sin.-scr., 5-cyl., 2-str. diesel	—	Gotaverken, Gothenburg	Fredriksstad M.V.
June 28	Kon. Hollandsche Lloyd	*Graveland*	Cargo liner	4,375	7,300	405 × 58 × 34	15.5	Sin.-scr., 7-cyl., 2-str. diesel	5,000	Sulzer Bros., Winterthur	A. Vuyk & Zonen, Capelle a/d Ijssel
July 6	John T. Essberger, Hamburg	*Liselotte Essburger* (765)	Tanker	1,700	2,900	288.7 × 41.3 × 18	11	5-cyl., 2-str. diesel	1,200	Masch. Augsburg-Nurnberg	H. C. Stulcken Sohn, Hamburg
July 6	Skibs A/S Alse, Oslo	*Margaret Onstad* (646)	Tanker	14,900	23,360	593.5 o.a. × 74.5 × 42.25	14.75	Sin.-scr., 9-cyl., 2-str diesel	10,000	Shipbuilders	Gotaverken, Gothenburg

MARITIME NEWS IN BRIEF

From Correspondents at Home and Overseas

THE U.S. Maritime Administration is preparing a new tanker-building programme for approval by President Truman. The plan is for the building of ten large tankers capable of speeds of 20 knots for peacetime oil trade and for wartime use as U.S. Navy oilers, at a cost of $100,000,000 (£36,000,000). The new design will be the counterpart of the "Mariner" class of dry cargo ships, now being built. The new tankers will be larger and faster than the 24,000-tons defence tankers proposed three years ago.

FOLLOWING on the retirement of Sir George Legh-Jones as a managing director, Mr. F. J. Stephens has been appointed a managing director of The Anglo-Saxon Petroleum Co., Ltd., and of The Shell Petroleum Co., Ltd., and a delegate member of the board of N.V. de Bataafsche Petroleum Maatschappij, The Hague. These companies are the principal operating companies of the Royal/Dutch Shell Group.

CAPT. R. W. RAVENHILL, R.N.(retd.), has been appointed naval representative of The Sperry Gyroscope Co., Ltd., and will be responsible for naval applications of Sperry navigational equipment and certain other specialised products. Captain Ravenhill, a navigation specialist, was Director of Navigation at the Admiralty immediately after the war.

A DINNER has been held by William Doxford & Sons, Ltd., Sunderland, to mark the completion of 40 years' service with the firm by Mr. W. H. Purdie, director and general manager of the engineering works.

PRINCESS ELIZABETH and the Duke of Edinburgh will sail in the Canadian Pacific liner *Empress of France* when they visit Canada, leaving Liverpool for Quebec on September 25.

MR. H. E. BROMFIELD, head of the freight department, has been appointed freight manager of Royal Mail Lines, Ltd.

* * * *

THE Middle Docks & Engineering Co., Ltd., South Shields, has accepted the tender of Brims & Company, Newcastle-on-Tyne, for extending its No. 1 dock by 25 ft. and the No. 2 dock by 70 ft. The work will take 12 months and afterwards the docks will be 340 ft. and 475 ft. long respectively. The company's biggest dock, which is 640 ft. long, is the second largest on the North-East Coast. Brigham & Cowan, Ltd., South Shields, has had a new dock plan under consideration for a considerable time, but no indications have been given as to when it will be carried out. Work is also in hand on excavating work at North Shields for Smith's Dock Co.'s 700 ft. new dry dock.

WORK is nearing completion at the Southwick, Sunderland, engineering works of George Clark (1938), Ltd., on the first of six eight-cylinder Sulzer engines for generating stations in Australia. After tests have been carried out, the engines will be dismantled and shipped to Australia where they will be reassembled under the company's supervision.

THE death has occurred of Mr. H. Tully, a director of the Mercantile Dry Dock Co., Ltd., and a member of the Tyne Improvement Commission. Mr. Tully was also a director of the former companies of Malone Instrument Co., Ltd., New Engine Co., Ltd., Tyneside Line, Ltd., and the Aydon Steamship Co., Ltd.

THE steamer *Warkworth*, owned by R. S. Dalgliesh, Ltd., has loaded cargo in the Tyne in readiness for the race to be the first ship to enter Port Churchill during the 1951 ice-free season. The vessel's cargo will include tractors, bicycles, curling stones, sugar and other items.

ALL sea-going vessels belonging to British Railways' fleet will shortly be fitted with radar. At present 42 vessels (covering most of the principal passenger routes) are equipped, leaving 31, mostly cargo ships, now to be fitted.

MR. J. T. SAUNDERS, of the Middlesbrough Association of Chartered Shipbrokers, has been elected vice-president of the Council of the Institute of Chartered Shipbrokers.

STEEL production in June was at an annual rate of 16,007,000 tons, compared with 15,864,000 tons in May and 16,249,000 tons in June, 1950.

* * * *

A RADAR operators' school has been established at the James Watt Memorial School, Greenock, and was opened last month by Capt. R. C. Lewis. The school, which is the first of its kind in Scotland, is equipped with BTH 3 cm. marine radar of type RMS. IC, the location enabling an excellent plan picture of the Clyde within a radius of 25 miles to be obtained. The instruction given will include training in marine radar maintenance to the approved standards set by the Ministry of Transport.

A FURTHER sum of $17,225,000 (£6,150,000) out of U.S. counterpart funds has been awarded to the Japanese merchant marine for the construction of new vessels. This brings to more than $31,500,000 (£11,250,000) the amount that will be available shortly for Japan's sixth and seventh postwar shipbuilding programmes.

THE Middle Docks & Engineering Co., Ltd., South Shields, has completed extensive repairs to the Israeli ship *Nakshon*, which has been at the yard since April. The work has included the renewal of the bottom, following grounding damage, and general overhaul.

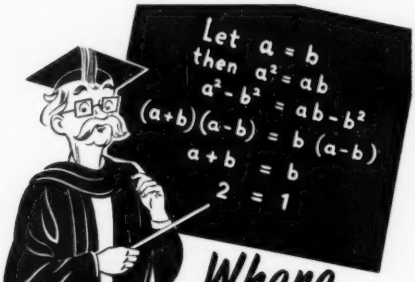
THE new head office of The West Japan Heavy Industries, Ltd., housing all departments, is at 1 Kotohira-cho, Shiba, Minato-ku, Tokyo (P.O. Box: Shiba Post Office No. 38). The cable address is Westheavy, Tokyo.

THE Belfast Steamship Co., Ltd., announce that Capt. E. B. Clark, R.D., R.N.R., relief captain on the Liverpool/Belfast express service, has been promoted to Captain R.N.R. in the half-yearly promotions.

OWING to the steel position a number of workers at the Sunderland shipyard of Bartram & Sons, Ltd., are working short time.

Marine Superintendent of Eagle Oil

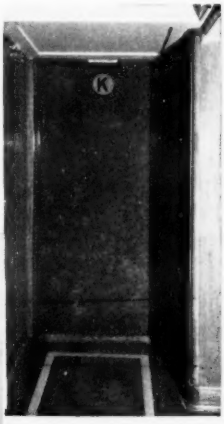
ON July 31, Capt. J. P. Thomson (*left*) will retire from from the position of marine superintendent of the Eagle Oil & Shipping Co., Ltd., and will be succeeded by Capt D. W. Mason (*right*). Capt. Thomson, who has been marine superintendent for 17 years, joined the company as a third officer in 1914, receiving his first command, the *San Patricio*, in 1918. On his appointment as marine superintendent in 1934 he had spent 20 years at sea in Eagle service, 16 years of which were as a master. An acknowledged authority on towage and planning of harbour and berthing facilities, Capt. Thomson supervised during the Second World War the "Palk Straits Scheme," in which the 18,000-tons tanker *San Felix* formed the centre of a storage and transfer depot. His successor, Capt. Mason, began his career as an apprentice with the Eagle Oil & Shipping Company, and, after 32 years, has the distinction of being the first apprentice to attain the position of marine superintendent. Capt. Mason commanded the *Ohio* in the historic Malta convoy action of August 1942, in which he gained the first George Cross to be awarded to an officer of the Merchant Navy. From July 1945 to May 1946 he was a Ministry of Transport tanker superintendent in the Mediterranean area

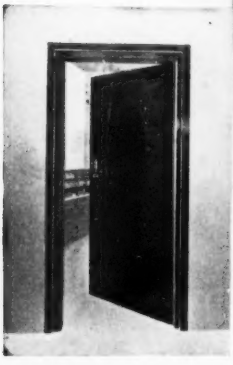


Where is the Fallacy?

Any reasonably advanced student of mathematics should be able to point out the unsound reasoning which produces the impossible result shown above.

There's nothing unsound about the reasoning which prompted the choice of Kleenflush ★**tested** Firescreen Doors for such an imposing list of luxury liners as that printed below :—





Queen of Bermuda, Dominion Monarch, Awatea, Rangatira, Angola, Apapa, Accra, Orion, Orcades, Strathaird, Strathnaver, Stratheden, Strathmore, Nova Scotia, Newfoundland, Caronia, Mauretania, etc., etc.

Kleenflush Doors have flat surfaces, and fit admirably into any architectural or decorative scheme for ships.

★ KLEENFLUSH Firescreen Doors are approved by the International Convention for Safety of Life at Sea, 1948, after Official Test.

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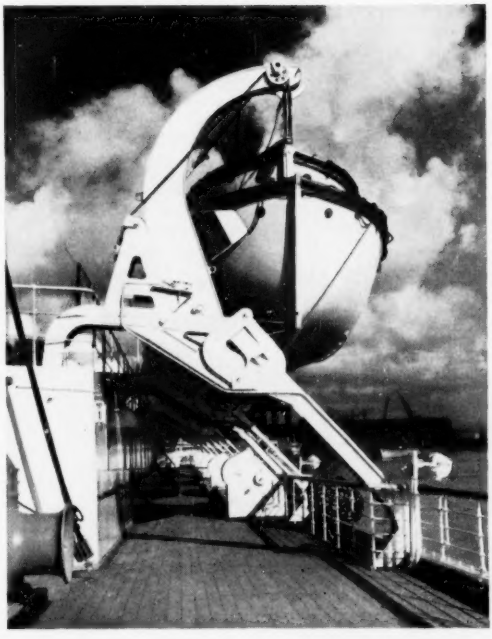

BI-LUFF PATENT Gravity Davits

Illustration is of a typical "BI-LUFF" D H Gravity Davit on the "Provence," showing the considerable head room and clear deck space provided

MARINE & ALLIED INDUSTRIES
5 Rumford Place, Liverpool. *'Phone : Central 4251.*

THE MELBOURNE HARBOUR TRUST COMMISSIONERS are inviting tenders for the supply and delivery of a new or secondhand diesel tug, of 70 to 81 ft. length and approximately 400 B.H.P. The closing date for tenders is Friday, 3rd August. Tender documents may be obtained from the Consulting Engineers, A. E. Turner and John Coates & Co. Ltd., Victoria House, Melbourne Place, Strand, London, W.C.2.

SITUATIONS VACANT

LONDON MISSIONARY SOCIETY requires First Officer with Certificate of Rank or Superior Certificate for service on their m.v. "John Williams VI" (418 tons) in the Pacific. Write for particulars of appointment to 42, Broadway, London, S.W.1.

INDEX TO ADVERTISERS IN THIS ISSUE

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